

KENTUCKY

PUBLIC INVOLVEMENT FOR THE LONG-RANGE STATEWIDE TRANSPORTATION PLAN 2006

"TO PROVIDE A SAFE, SECURE, AND RELIABLE HIGHWAY SYSTEM
THAT ENSURES THE EFFICIENT MOBILITY OF PEOPLE AND GOODS,
THEREBY ENHANCING BOTH THE QUALITY OF LIFE AND THE ECONOMIC VITALITY OF
THE COMMONWEALTH."

STEVEN L. BESHEAR
GOVERNOR
COMMONWEALTH OF KENTUCKY



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PUBLIC INVOLVEMENT FOR THE LONG-RANGE STATEWIDE TRANSPORTATION PLAN 2006

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Introduction

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) was passed and signed into law on August 10, 2005. This legislation provides the authorization and requirements for all transportation programs utilizing federal funds. On February 14, 2007, the Final Rule on revising the regulations governing the development of metropolitan transportation plans and programs for urbanized areas, State transportation plans and programs and the regulations for Congestion Management Systems was published.

Section 450.206 of the federal regulations details the scope of the statewide transportation planning process and requires that the states carry out a "...continuing, cooperative, and comprehensive statewide transportation planning process that provides for consideration and implementation of projects, strategies, and services that will address...." the eight planning factors. Section 450.208 requires the states to coordinate the planning activities with specific groups and agencies and also to consider specific activities and plans.

However, Section 450.210 is the regulation that specifically requires that the "...State shall develop and use a documented public involvement process that provides opportunities for public review and comment at key decision points..." In compliance with this regulation, the Kentucky Transportation Cabinet (KYTC) published, for public review and comment, a revised and "SAFETEA-LU compliant" Public Participation Process for Statewide Transportation Planning on April 24, 2006. The public review period of forty-five days ended on June 7, 2006, and the Public Participation Process was finalized on June 8, 2006.

Although the final rule on SAFETEA-LU regulations was not issued prior to the completion of the KYTC Public Participation Process in 2006, the Kentucky Transportation Cabinet made extensive efforts to comply with the SAFETEA-LU requirements through the preparation of the Draft 2006 Update of the Long-Range Statewide Transportation Plan and specifically through the public involvement process followed in the preparation, review and finalization of this Plan. This public involvement document describes Kentucky's public involvement process for the 2006 Update of the Kentucky Long-Range Statewide Transportation Plan, details the Cabinet's efforts to involve and encourage public input to our statewide planning process, and documents our efforts to comply with the federal regulations, and the specific requirements of the KYTC Public Participation Plan for Statewide Transportation Planning.

Public Participation Plan

The Public Participation Process for Statewide Transportation Planning was reviewed and revised by the Kentucky Transportation Cabinet (KYTC) during 2006. This process was finalized on June 8, 2006 and is the public participation process on which the public involvement activities for the 2006 Long-Range Statewide Transportation Plan were based. The Public Participation Process for Statewide Transportation Planning adopted on June 8, 2006, which directed the public involvement activities for the 2006 Update of the Long-Range Statewide Transportation Plan, is included in this document as Appendix A. In compliance with this process, the Kentucky Transportation Cabinet (KYTC) produced the 2006 Long-Range Statewide Transportation Plan for Kentucky, following a 30-day public review period ending on November 14, 2006.

Although the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU) was passed and signed into law on August 10, 2005, the Final Rule on revising the regulations governing the development of metropolitan transportation plans and programs for urbanized areas, State transportation plans and programs and the regulations for Congestion Management Systems was not published until February 14, 2007. Therefore the Kentucky Transportation Cabinet chose to again review and revise this public involvement process after the finalization of the federal regulations in February of 2007 to ensure complete compliance with all requirements of SAFETEA-LU, the federal reauthorization legislation. KYTC revised the Public Participation Plan, enhancing specific areas that were noted in the Final Rule, and provided this Plan for public review and comment from March 19, 2007 through May 2, 2007. This revised Plan was finalized and adopted on May 17, 2007.

Due to the completion of Kentucky's Long-Range Plan in 2006 and the February 2007 Final Rule resulting from the passage of SAFETEA-LU, KYTC could not completely address all revised requirements for the Plan at the time of the 2006 Update. Although the final rule on SAFETEA-LU regulations had not been issued at the time, the 2006 Long-Range Statewide Transportation Plan for Kentucky was released for the required public review period and the Kentucky Transportation Cabinet made extensive efforts to comply with the SAFETEA-LU requirements as known at that time. However, following the finalization of the 2006 Statewide Transportation Plan and the release of the final rule on SAFETEA-LU regulations in February of 2007, KYTC noted a few areas where additional clarification and/or enhancement was warranted to ensure full compliance with the SAFETEA-LU regulations. Therefore, Amendment One was prepared to provide additional clarification and enhancement to the 2006 Long-Range Statewide Transportation Plan

for Kentucky, providing full and complete compliance with SAFETEA-LU requirements. This Amendment was provided for a public review and comment period of fifteen days (June 15 – 29, 2007) as required by KYTC's formal Statewide Transportation Planning – Interested Parties, Public Involvement and Consultation Process, as adopted on May 17, 2007. Documentation of the Cabinet's efforts to involve and encourage public input for Amendment One is also included in this Public Involvement Document.

To best illustrate how KYTC complied with all requirements of the two approved public involvement processes, adopted on June 8, 2006 and on May 17, 2007, for both the 2006 Update of the STP and Amendment One, we have developed a "Crosswalk" which provides all requirements for this process, the location of the specific documentation for each element and briefly describes the action taken and/or the dates of the specific action. In addition, all documentation and appropriate examples of KYTC's public involvement process for the Long-Range Statewide Transportation Plan and Amendment One to this Plan have been included in the Appendix of this report.

CROSSWALK

Kentucky Transportation Cabinet (KYTC) Public Participation Process / Corresponding Actions Taken

for 2006 Long-Range Statewide Transportation Plan (STP)

And Amendment One to the Long-Range Statewide Transportation Plan October 2006 – June 2007

PUBLIC PARTICIPATION PLAN REQUIREMENTS	LOCATION OF DOCUMENTATION	ACTIONS TAKEN
GENERAL REQUIREMENTS:		
20 Year Horizon	STP Document	25 Year Horizon
MPO Plans incorporated by reference	Page 2 of STP	Incorporated in STP
30 Day Comment Period for STP	October 16, 2006 – November 14, 2006	
15 Day Comment Period for Amendment One	June 15, 2007 – June 29, 2007	
ADVERTISEMENT:		
Advertise in statewide, significant regional, and demographically targeted newspapers	See Appendix B for list of 38 newspapers and Appendix C for sample newspaper advertisements	STP advertised in newspapers on two dates between 10/16/06 – 11/14/06 Amendment 1 advertised between 6/17/07 – 6/22/07
Louisville Courier-Journal Lexington-Herald Leader Kentucky Post Clarkesville Leaf Chronicle – Not applicable Tennessean – Not applicable Fort Campbell Courier Kentucky New Era Jessamine Journal – covered in Lexington Herald-Leader circulation area Evening News-Louisville – no longer in business The Tribune – Louisville Others	See Appendix B for complete list of newspapers	Yes Yes Yes Not applicable Not applicable Yes Yes Not applicable Not in business Yes As applicable

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CROSSWALK (continued)		
PUBLIC PARTICIPATION PLAN REQUIREMENTS	LOCATION OF DOCUMENTATION	ACTIONS TAKEN
<p>Newspapers Advertisements must: Specify 30 day comment period for STP Specify 15 day comment period for Amendment One Identify an individual to whom comments should be sent Inform public of a website State that copies will be provided upon request</p>	<p>See Appendix C for STP newspaper advertisements See Appendix K for Amendment 1 newspaper advertisements Letters from ADDs/MPOs also sent out to local individuals. Information was provided on ADD/MPO websites with same contact information as stated on KYTC web site</p>	<p>10/16/06-11/14/06 6/15/07-6/29/07 Daryl Greer Shown on Advertisement Shown on Advertisement</p>
<p>Translation services are available upon request</p>	<p>See Appendix C and Appendix K advertisements</p>	<p>Statement included – “For special accommodations, contact KYTC”</p>
DISTRIBUTION AND DISPLAY OF COPIES:		
<p>Copies to be publicly displayed: 12 Highway District Offices 15 Area Development District Offices 9 Metropolitan Planning Organizations</p>	<p>See letters in Appendix D and Appendix J Photo documentation in Appendix E</p>	<p>Transmittal letter of 10/13/06 & 10/16/07 sent to all agencies for Draft STP</p> <p>Transmittal letter of 6/19/07 sent to all agencies for Draft Amendment 1</p>
<p>Copies to be made available to: Transit Providers Federal Transit Administration USDA Forest Service FHWA Eastern Federal Lands Highway Division Other federal and state agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation</p> <p>Individuals who request to be included on official mailing list</p>	<p>See letters in Appendix D and Appendix J</p> <p>See Agency/Individual coordination list by category in Appendix F</p>	<p>10/13/06 letter (STP) sent to all agencies listed on Agency Coordination List</p> <p>6/19/07 letter (Amend 1) sent to all agencies on Agency Coordination List</p> <p>Individuals added to List upon request</p>

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CROSSWALK (continued)		
PUBLIC PARTICIPATION PLAN REQUIREMENTS	LOCATION OF DOCUMENTATION	ACTIONS TAKEN
INVOLVEMENT OF GROUPS AND AGENCIES:		
KYTC will involve various interagency groups: Environmental Ridesharing / Parking Traffic / Transportation Safety Commuter Rail Operations – Not applicable in Kentucky Airports Port Authorities Toll Authorities Private transportation provider concerns Local, state and federal environmental resources and permit agencies	See Agency Coordination List in Appendix F for specific groups	Letter of October 13, 2006 sent to all agencies listed for STP Letter of 6/19/07 sent to all agencies for Amendment 1
Letters announcing availability of draft document should be sent to: County Judge/Executives Mayors of all communities over 5,000 population	Letter shown in Appendix D	For STP - individual letters sent on October 13, 2006 For Amendment 1, individual letters sent on June 19, 2007
ADDITIONAL OUTREACH IF INDICATED:		
Public outreach to be considered where complexity of the plan or magnitude of public response indicates a need for more public information – may include: Public meetings, ads in local newspapers, notices to neighborhood associations	See additional efforts documented on pages 17-19 and in Appendix G	Public Meetings not required Additional outreach provided by the ADDs
If deemed necessary, the comment period will be extended		Not required
Coordinate with the MPO Public Involvement Process, where possible		Implemented as appropriate – information was transmitted to MPOs for newsletters and website postings, as well as information sheets
Draft STP posted to KYTC web site	See Appendix H	Posted 10/13/2006
Draft Amendment One posted to KYTC web site	See Appendix H	Posted 6/15/07

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CROSSWALK (continued)		
PUBLIC PARTICIPATION PLAN REQUIREMENTS	LOCATION OF DOCUMENTATION	ACTIONS TAKEN
FINALIZATION OF DOCUMENT:		
<p>Following the comment period, KYTC will:</p> <ul style="list-style-type: none"> Aggregate comments Prepare responses Finalize document Make final document available to: <ul style="list-style-type: none"> Federal Highway Administration Federal Transit Administration 	<p>See comments on pages 21-28 See sample response on page 29</p> <p>Letter announcing the finalization and availability of the 2006 STP sent on May 16 , 2007 – see Appendix I</p>	<p>All comments summarized in “Summary of Public Comments” section. A typical response is provided in “Comments” section of this document. Final Document transmitted on 5/16/07 to FHWA/FTA. Letter sent to Agency Coordination List on 6/19/07.</p>
Final Document will be posted to the KYTC web site	See Appendix H	Final STP posted to KYTC website & ADD/MPO sites
REVISIONS:		
<p>For minor revisions to the STP, KYTC shall:</p> <p>Utilize official STP mailing list to distribute information regarding the revision</p>	<p>Revised policy advertised in newspapers as shown in Appendix B. See Advertisements for Draft Amendment 1 in Appendix K</p> <p>See Letter announcing draft Amendment 1 in Appendix J</p>	<p>Amendment 1 public review period 6/15/07-6/29/07 Distribution & advertisements were same as for Draft 2006 STP</p>
Review the effectiveness of Kentucky statewide planning public involvement process to be reviewed once every two years	See Final Revised Policy in Appendix M, effective May 17, 2007	Public Involvement Process reviewed/revised in 2007. Draft comment period 3/19/07-5/2/07 Revised Process finalized on 5/17/07

Public Involvement Process

This public involvement document describes Kentucky's public involvement process for the 2006 Update of the Kentucky Long-Range Statewide Transportation Plan (STP) and Amendment One to the STP, details the Cabinet's efforts to involve and encourage public input to the statewide planning process, and documents KYTC's efforts to comply with the federal regulations and specific requirements of the KYTC Public Participation Plan for Statewide Transportation Planning.

Kentucky has utilized a well-established public involvement process for several years as part of the statewide transportation planning program, including the Long-Range Statewide Transportation Plan. Kentucky's public involvement process for the Plan includes:

- (1) An on-going "grass-roots" program utilizing input from locally elected officials, individually and through their involvement in regional transportation committees established in each of the fifteen Area Development Districts (ADDs) and nine Metropolitan Planning Organizations (MPOs). Planning engineers in the twelve highway districts and a full-time transportation planner in each ADD and MPO provide technical and staff assistance to each of these committees on behalf of KYTC.
- (2) An early "visioning" process to obtain input for and develop long-range goals through various surveys, strategic plans and the involvement of various transportation user/provider groups,
- (3) A demographic analysis of Kentucky's population and the identification of focus areas
- (4) Development and identification of appropriate outreach methods for both, the general population and for targeted populations, and
- (5) Documentation, responses and follow-up to public comments received

Kentucky's on-going statewide transportation planning program continually solicits and encourages input from transportation users/providers in all modes, locally elected officials, affected public agencies and organizations, representatives from various population groups, such as senior citizens, minorities, low-income and low literacy populations, as well as land-use, planning and zoning, education, emergency medical service, law enforcement and economic development agencies and organizations through the regional (MPO and rural) transportation committees across the state.

The regional transportation committees provide insight and input to the KYTC through:

- development of regional goals and objectives
- development of Regional Concept Plans including identification of regional transportation systems, major traffic generators, major access routes and conditions, inventory of land use plans and planning commissions, and public involvement plans
- development of regional public involvement plans including demographic data and a toolbox of outreach resources and methods
- identification and evaluation of transportation needs
- development of projects including extensive data, maps and photographs
- prioritization and ranking of projects every two years
- active participation in planning studies
- active education programs to encourage public input, including presentations to civic groups, community gatherings, and local festivals
- identification of potential committee and/or team members to represent various transportation interests, the general population, affected or underserved populations
- public meetings and open houses to solicit input as may be warranted

The ADDs and MPOs also assist the Cabinet in several other planning programs. These include researching and providing environmental justice data for various planning studies, providing logistical support for public meetings, helping obtain local/regional input on various planning studies, locating and identifying key individuals for study project teams or to represent various targeted populations or geographic areas as needed. The regional transportation planners are also asked to provide input and comments both individually and through their committees on various statewide documents such as the Statewide Rail Plan, Riverport/Waterway Studies, Bicycle/Pedestrian Plans and other studies/reports for direction, content and accuracy. Additional documentation of the regional transportation committees' efforts, in particular, the identification and prioritization of needs is noted in the Evaluation and Analysis chapter of Long-Range Statewide Transportation Plan.

Pursuant to 23 CFR 450.212 (i), KYTC conducted a survey of all local officials in non-metropolitan counties and urban areas to determine the effectiveness of Kentucky's Regional Transportation Planning Program. The results of this effort indicated that most officials were aware of and very positive about the regional planning program. However, the results also indicated that officials were frustrated with the lack of funding for projects, and the inability to move new projects ahead. This survey and the report (February 2006) documenting the results can be found at the following website

address: http://www.planning.kytc.ky.gov/reports/Rural_reports/KY_Rural_Consult_2006.pdf In a continued effort to enhance and improve Kentucky's transportation planning program and public involvement efforts, KYTC will continue to monitor the effectiveness of this program and of the public involvement process.

Kentucky's early "visioning" process to obtain input for and develop long-range goals through various surveys, strategic plan efforts and the various transportation user/provider groups are described in the Vision, Mission and Goals Chapter of the Long-Range Statewide Transportation Plan.

This document will address in detail the remaining components of Kentucky's public involvement process for the Long-Range Statewide Transportation Plan: a demographic analysis of Kentucky's population, development and identification of the appropriate outreach methods, and documentation of comments received.

Analysis of Population

In the last 25 years (1980-2005) an average of approximately one third of Kentucky's population has been concentrated in the same five counties: Jefferson, Fayette, Kenton, Hardin, and Warren Counties.

Population Estimate: 2005

Kentucky Total: 4,165,814

County	Population	% of KY Total
Jefferson	699,869	16.8 %
Fayette	269,333	6.5 %
Kenton	152,240	3.7 %
Hardin	97,956	2.4 %
Warren	97,787	2.3 %

Population Census: 1980

Kentucky Total: 3,660,777

County	Population	% of KY Total
Jefferson	685,004	18.7 %
Fayette	204,165	5.6 %
Kenton	137,058	3.7 %
Hardin	88,917	2.4 %
Warren	71,828	2.0 %

These statistics demonstrated the need for Kentucky to concentrate outreach efforts in these five counties to reach the greatest concentrations of the general population. To that end, the Cabinet utilized the major newspapers in these counties with statewide circulation to reach the largest number of the general population. Specific efforts were made by the ADD and MPO agencies within these counties (KIPDA, BGADD and Lexington MPO, NKADD and OKI, Elizabethtown/Radcliffe MPO, and the Bowling Green/Warren County MPO) to further reach the greatest concentration of

the general population. These efforts are documented in the Appendix and also on pages 17 through 19 of this document.

The population of Kentucky is expected to increase by approximately 7 percent from the 2000 Census to the year 2010. From 2010 to 2020 the increase is projected to be 7.7 percent. For the twenty-year period from 2000 to 2020, an increase in the general population is projected to be 15.3 percent. In contrast, minority populations are projected to increase at a much faster rate. As shown in the chart below, percent increases for minority populations range from 40.4 percent in the Black population and 188.4 percent for the Hispanic population over the next twenty years.

Population Projections for 2010 and 2020

Population	2000 Census	2010	2020	% Increase from 2000 to 2020
Kentucky Total	4,041,769	4,326,490	4,660,703	15.3 %
Black	298,982	353,128	419,771	40.4 %
Hispanic	59,939	111,762	172,893	188.4 %
Native American, Alaskan Native, Asian, Pacific Islander, Multi- Race	75,373	120,080	172,655	129.1 %

In an effort to determine the location of specific focus areas for minority and underserved populations, the Cabinet developed the following table documenting the five counties with the highest population in each of the underserved population groups noted below, as well as in the total population for Kentucky:

- Race
- Language – speak English less than well or not at all
- Economics – low income and median family income
- Education - low literacy or less than 9th grade education
- Vehicles - Housing Units without vehicles and commute by public transportation
- Disability – disabled elderly and disabled population
- Age – by age group with emphasis on the elderly

TABLE 1
KENTUCKY DEMOGRAPHIC DATA – CENSUS YEAR 2000

Year 2000 Statistics	Kentucky	Top 5 Counties Combined	Largest Population County	2nd Largest Population County	3rd Largest Population County	4th Largest Population County	5th Largest Population County
<i>Total Population</i>	4,041,769	1,292,276 32.0%	Jefferson 693,604	Fayette 260,512	Kenton 151,464	Hardin 94,174	Warren 92,522
<u>Race</u>							
Black	295,994 7.3%	202,304 68.3%	Jefferson 130,928	Fayette 35,116	Christian 17,148	Hardin 11,178	Warren 7,934
Native American/ Alaskan Native	8,616 0.2%	3,021 35.1%	Jefferson 1,523	Fayette 507	Hardin 392	Christian 376	Warren 223
Asian American/ Pacific Islander	31,204 0.8%	20,745 66.5%	Jefferson 9,895	Fayette 6,490	Hardin 1,902	Warren 1,321	Boone 1,137
Hispanic	59,939 1.5%	30,050 50.1%	Jefferson 12,370	Fayette 8,561	Christian 3,494	Hardin 3,159	Warren 2,466
<u>Language</u>							
Do Not Speak English At Home	148,473 3.7%	73,327 49.4%	Jefferson 35,344	Fayette 20,381	Hardin 6,862	Warren 5,778	Kenton 4,962
Do Not Speak English At Home, Speak English Less than "very well"	58,871 1.5%	31,166 52.9%	Jefferson 15,050	Fayette 9,359	Warren 2,959	Hardin 2,143	Christian 1,655
Speak Spanish, very little English	18,103 0.4%	9,480 52.4%	Jefferson 3,963	Fayette 3,315	Warren 968	Shelby 746	Boone 488

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Year 2000 Statistics	Kentucky	Top 5 Counties Combined	Largest Population County	2nd Largest Population County	3rd Largest Population County	4th Largest Population County	5th Largest Population County
<u>Economics</u>							
Low-Income (Individuals Below Poverty Level)	621,096 15.4%	158,881 25.6%	Jefferson 84,143	Fayette 31,963	Pike 15,855	Kenton 13,487	Warren 13,433
Median Family Income (counties reflecting greatest number of residents having the median level income)	\$40,939	\$59,442	Oldham \$70,495	Boone \$61,114	Woodford \$58,218	Scott \$54,117	Fayette \$53,264
Median Family Income (counties reflecting the least number of residents having at least the median level income)	\$40,939	\$20,604	Owsley \$18,034	Clay \$18,925	Martin \$21,574	Leslie \$22,225	McCreary \$22,261
<u>Education</u>							
Less Than 9th Grade	309,293 7.7%	56,619 18.3%	Jefferson 25,039	Pike 9,853	Fayette 8,539	Pulaski 6,961	Laurel 6,227
<u>Vehicles</u>							
Total Occupied Housing Units	1,590,647	526,142 33.1%	Jefferson 287,012	Fayette 108,288	Kenton 59,444	Daviess 36,033	Warren 35,365
Occupied Units With No Vehicle	148,691 9.3%	53,869 36.2%	Jefferson 32,402	Fayette 8,590	Kenton 5,936	Campbell 3,628	Pike 3,313
Commute by Public Transportation	21,522 0.5%	16,462 76.5%	Jefferson 10,096	Kenton 2,552	Fayette 1,764	Campbell 1,543	Boone 507
Commute by Vehicle, drive alone	1,429,053 35.4%	511,182 35.8%	Jefferson 265,977	Fayette 109,277	Kenton 61,509	Boone 37,661	Warren 36,758

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Year 2000 Statistics	Kentucky	Top 5 Counties Combined	Largest Population County	2nd Largest Population County	3rd Largest Population County	4th Largest Population County	5th Largest Population County
Commute Time in Minutes	23.5	39.7	Elliott 48.7	Magoffin 38.5	Robertson 37.8	Bracken 37.4	Menifee 36.1
<u>Disability</u>							
Disabled Elderly	235,049 5.8%	65,160 27.7%	Jefferson 37,269	Fayette 10,592	Kenton 6,800	Daviess 5,364	Pike 5,135
Disabled Total	874,156 21.6%	239,084 27.4%	Jefferson 130,576	Fayette 42,433	Kenton 26,809	Pike 21,100	Daviess 18,166
<u>Age</u>							
Infants/ Children (Age 0-4)	265,901 6.6%	87,809 33.0%	Jefferson 46,600	Fayette 16,146	Kenton 11,085	Christian 7,129	Boone 6,849
Young People (Age 5-24)	1,130,775 28.0%	363,360 32.1%	Jefferson 183,482	Fayette 77,435	Kenton 42,793	Warren 30,443	Hardin 29,207
Adult (Age 25-64)	2,140,300 53.0%	687,357 32.1%	Jefferson 369,540	Fayette 140,757	Kenton 80,817	Hardin 49,134	Boone 47,109
Elderly (Age 65+)	504,793 12.5%	160,733 31.8%	Jefferson 93,982	Fayette 26,174	Kenton 16,769	Daviess 12,643	Campbell 11,165

Based on the statistics shown in Table 1, KYTC has identified the following focus areas for concentrated outreach efforts to reach these targeted populations:

- One-third of Kentucky's population could be reached by advertising in newspapers located in the following counties: Jefferson, Fayette, Kenton, Hardin and Warren
- Largest concentration (68.3%) of black population was located in the following counties: Jefferson, Fayette, Christian, Hardin and Warren

- Largest concentration (50.1%) of Hispanic population was located in the following counties: Jefferson, Fayette, Christian, Hardin and Warren
- Largest concentration (49.4%) of the population who do not speak English at home was located in the following counties: Jefferson, Fayette, Hardin, Warren and Kenton
- Largest concentration (52.4%) of population who speak Spanish and very little English was located in the following counties: Jefferson, Fayette, Warren, Shelby and Boone
- Largest concentration (25.6%) of low-income population was located in the following counties: Jefferson, Fayette, Pike, Kenton and Warren
- Largest concentration of low-income population (lowest median family income) was located in the following counties: Owsley, Clay, Martin, Leslie and McCreary
- Largest concentration (18.3%) of the population who have less than a 9th grade education was located in the following counties: Jefferson, Pike, Fayette, Pulaski and Laurel
- Largest concentration (36.2%) of households with no vehicles was located in the following counties: Jefferson, Fayette, Kenton, Campbell and Pike
- Largest concentration (36.2%) of population who commute by public transportation was located in the same counties as above, with the exception of Pike County replaced by Boone County. It should be noted, however, that all of these counties are also located in urban areas where public transportation is more plentiful and more accessible.
- Largest concentration (27.7%) of the disabled population was located in the following counties: Jefferson, Fayette, Kenton, Daviess and Pike
- Largest concentration (31.8%) of the elderly is located in the following counties: Jefferson, Fayette, Kenton, Daviess and Campbell.

While most of the largest concentrations for each category are understandably in the larger five urban counties, it is interesting to note, that the categories involving education, disability and income were concentrated in the two or three largest counties in the commonwealth, but also pulled in some of the more rural counties into the 3rd, 4th and 5th positions. Therefore some concentrated efforts must be made to specifically reach those targeted populations in the more rural areas, who might not be reached by efforts made in the more urban areas.

This data and analysis were utilized to determine what type of outreach would be most effective to reach these targeted population groups and exactly where the KYTC outreach methods should be concentrated to reach the greatest number of these populations.

General and Targeted Outreach

Based on the population table and analysis stated in the previous section, the KYTC developed an outreach plan to effectively reach both the general population and also to target those specific populations within the resources available. The specific efforts developed and implemented as part of the KYTC outreach plan are detailed below. Copies of the documents utilized in this effort are located in the Appendix of this document.

General Population Outreach

Outreach methods to reach the general population included:

- Identify and advertise in statewide circulation newspapers on 10/15/06 and 11/05/06
 - o Louisville Courier Journal
 - o Lexington Herald-Leader
 - o Kentucky and/or Cincinnati Post
- Identify and advertise in 35 regional and local circulation newspapers on two dates between 10/15/06 and 11/12/06 to provide adequate news coverage for the entire commonwealth in addition to the statewide circulation newspapers noted above.
- Post Draft Plan, locations of Plan, and comment form on the KYTC Website, the 15 ADD websites, 9 MPO websites, and 12 Highway District websites with contacts listed for more information, special accommodations, submitting comments electronically, by mail, fax, or viewing the document
- Provide access to the Plan in each of the 24 regional offices (15 ADDs and 9 MPOs) and 12 highway districts throughout the state
- Provide flyers and fact sheets to the 24 regional offices (15 ADDs and 9 MPOs) and 12 highway districts to be posted at locations and/or provided to resources already identified on a regional level through their public involvement toolbox of resources (see Appendix F)
- Letters announcing the public review period and availability of the draft Plan were mailed to approximately 500 recipients, including all county judge executives and all mayors of cities having a population of 5000 or more. The recipients are identified on the statewide contact list in Appendix E.
- Power Point Presentation (electronic) was provided to the 15 ADDs, 9 MPOs and 12 Highway Districts for their use in presenting the Draft Plan to civic groups, organizations, or other affected or interested agencies or parties

Targeted Population Outreach

Outreach methods to reach the focus areas and targeted populations included:

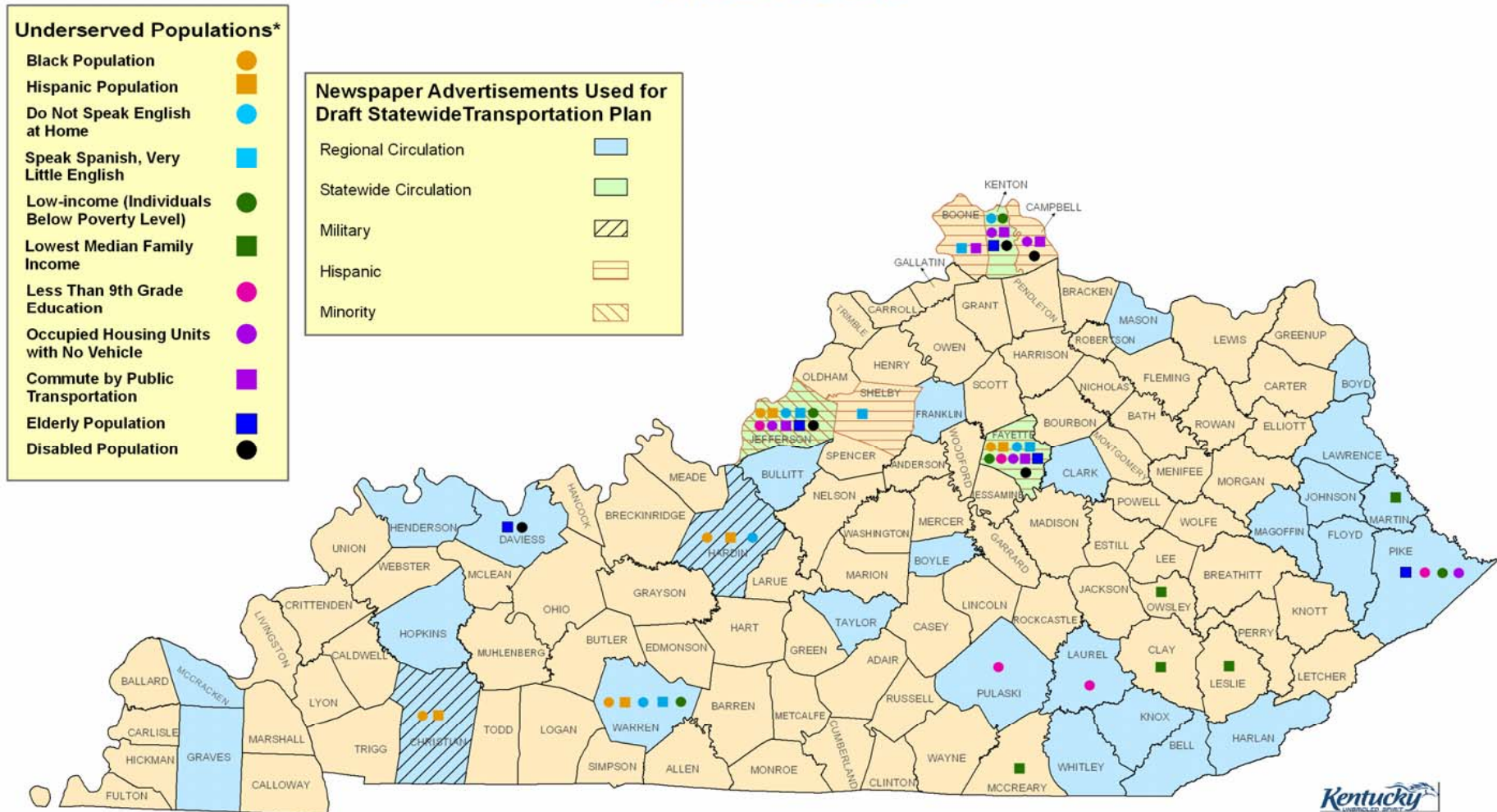
- Identify and advertise in newspapers appropriate for the targeted populations above located in those counties. This list included four Hispanic, one Black and two Military Base newspapers. For specific locations of the newspapers, please see the map of newspaper coverage and traditionally underserved populations on page 20 of this section.
 - o We first identified the counties with the highest concentration of underserved populations, which are noted by the colored symbols on the map. These counties are also noted on Table 1 in this document.
 - o We then targeted newspapers and other outreach methods in those identified counties as appropriate. The complete list of newspapers by name in which advertisements were placed has been included in Appendix B. The counties in which newspaper advertisements were placed are identified on the map by color coding or other indicators (see Legend) to denote newspapers with circulation specific to a certain population group.
- Letters announcing the public review period and availability of the draft Plan were mailed to those agencies and/or organizations that represent the various affected populations, modes, transportation, environmental, economic and or regulatory interests which were consulted or coordinated with throughout this process. In these letters, the various agencies and/or organizations were encouraged to provide this information to their members, constituents and or citizens with whom they had contact. Organizations were also encouraged to use their email contacts, newsletters and websites, if available, to publicize the availability of these documents and also to provide contact information for providing input and comments. These recipients are identified, as well as the particular interest or population they represent, and the federal regulation requiring their consideration in this process, on the statewide contact list in Appendix F. The letters sent to the recipients are shown in Appendices D, I and J.
- Table tents were prepared and made available for distribution by the ADDs, MPOs and Highway District Offices to specific locations for concentrated population groups (see Appendix G).
- Organizations were encouraged to include information from advertisements and fact sheets in their specific newsletters and/or websites
- Presentations regarding the draft plan were made to organizations/meetings including but not limited to:
 - o Regional Transportation Committees
 - o Regional Development Agency Board
 - o MPO Policy Committees
 - o City Plan Commissions

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- Alternate Mode and Access Subcommittee
- Regional Planning Councils
- Regional Development Advisory Committees
- Regional Tourism, Recreation and Historic Preservation Committees
- Chambers of Commerce
- Flyers and/or table tents were posted at numerous locations, as determined on the regional level, including but not limited to the following:
 - Courthouses
 - City Halls
 - Post Offices
 - Public Libraries
 - Groceries which accept food stamps
 - Discount Retail Outlets
 - Public Transit stops
 - Public Transit Busses
 - Utility companies
 - Major Retail Department Stores
 - Offices of Regional Transportation Committee members (private and public offices)
 - Senior Citizen Centers
 - County Health Departments
 - County Career Centers
 - County Chambers of Commerce
 - Restaurants

The regional agencies (fifteen ADDs, nine MPOs and twelve highway district offices) were required to document their public involvement efforts in writing and submit such documentation to the Kentucky Transportation Cabinet. Many of their activities are documented in the previous section. However, due to the volume of information, specific copies of their documentation are maintained in KYTC files and the regional (ADD/MPO/HDO) office files and not included in this document.

TRADITIONALLY UNDERSERVED POPULATIONS* IN KENTUCKY



Sources: Kentucky Transportation Cabinet
2000 Census Data from the U.S. Department of Commerce,
Bureau of the Census

*The 5 counties with the largest number of people per category identified in the legend

Summary of Public Comments

To facilitate submittal of comments on the Draft Long-Range Statewide Transportation Plan for Kentucky, KYTC provided a comment form in the draft document, on the webpage, at all sites where the document was displayed and as an enclosure to the letters mailed to approximately 500 recipients. A specific email address was also established and included in all advertisements for the purpose of submitting comments electronically to KYTC (kytcstp2006@ky.gov).

A total of fifty-six comments on the Draft Plan were received by the close of the public review and comment period, with over eighty percent of the comments sent electronically through the email account. The Cabinet also received requests for eight copies of the draft document, either in paper or CD format. The Cabinet received only one comment on Draft Amendment One, which did not require any changes in the document. A summary of key findings from the comments, as well as summaries of the comments received are provided below.

General or Miscellaneous Comments:

- Easy to read document and liked the brief document
- Transportation services should be designed to support local and regional development, population growth and provide access for all residents to jobs, services and entertainment and recreational facilities throughout the Commonwealth.
- The LRSTP Goals, as presented, are a fair assessment of where the Cabinet needs to go
- State is doing a good job of prioritizing needs throughout the state. Never enough money. Leveraging funds is a plus for all.
- One city stated that they had not been included as a participant in the regional transportation and planning discussions
- Transportation policies should reduce the burden of transportation costs for families by investing in more transportation options. The STP is not specific on this issue. The Commonwealth's major urban areas require a transportation strategy no based on highway systems alone, but increasingly on public transportation and mass transit.
- The STP does not address the pressing need of Kentucky's changing demographics and the requirement for a different means of transportation to maintain mobility for the "over-65-years" age category.
- STP should establish an urban transportation strategy with a focus on mobility for people and movement of freight.
- Hope that the STP will be the beginning of a dialogue to address the ever complex issues of transportation and mobility

- Vision development – could a list of the stakeholders and the modes they represented be included in the appendices?
- Federal, state and regional documents also support and emphasize multi-modalism as a high priority.
- Plan does not contain strategies for the equitable disbursement of Transportation Enhancement Program.
- There is no clear strategy for sustainability practices that respond to high fuel prices, global warming and other environmental degradation.
- Plan does not note any strategies for sustainable development (commercial or residential).
- Plan does not give enough specific guidelines to assure clear cut improvements over the next 25 years. Plan does not adequately give the citizens of Kentucky a clear overall direction of Transportation.
- If your “customer input” involved only input from licensed drivers, as I believe it did, then you left out a very large segment of the population which needs transportation as well, which makes the whole analysis flawed.

All other public comments received through the public review and comment period for the Long-Range Statewide Transportation Plan have been summarized and grouped below by each transportation mode and/or major area of transportation concern.

Access Management

- It's good that Kentucky recognizes that capital improvements alone are not enough to solve congestion and safety problems...when money is tight, access management can go a long way toward extending the capacity of Kentucky roadways
- KYTC should actively seek and lobby for new legislation to require developers to provide “through” streets and not just “cul-de-sacs”, prohibit local governments/universities from closing existing streets (creating a “dead end”).

Air Transportation

- Amount of air transportation freight handled annually was inconsistent on pages 25 and 55

Air Quality

- Christian County has been redesignated as a maintenance area on February 24, 2006. This change should be reflected in the verbiage on pages 6 and 23, and on the map. Verbiage should be corrected to reflect Boyd County as non-attainment for the 8-hour ozone and PM2.5 air quality standards, as well as a portion of Lawrence County for the PM2.5 air quality standard.

Bicycle

- Many of the goals of the Transportation Plan can be achieved by giving higher priorities to alternative transportation. Our state is tied to vehicle transportation for commuters because there is very few places to safely ride a bike to work, to shopping areas or to recreation areas
- The State DOT should realize that they are in a unique leadership position to influence transportation choices by citizens by creating bike paths.
- Incorporating plans to include bicycle paths at the beginning of the planning and construction will save the state money.
- Don't wait until the state is mandated to incorporate bike paths in your plans
- Need to address declining walking and bicycling rates in urban areas and address disproportionate number of bike and pedestrian fatalities in urban areas per trip by these modes.
- Bikeway/pedway section of the plan illustrates the need for more attention/research/planning for these modes
- Should there be a recommendation to perform an inventory of bike/pedway facilities and needs? What are the general conditions?
- The plan notes that a bicycle route network has been developed. Have these routes been reviewed to determine if they are meeting the needs of bicyclists?
- If KYTC delegates bike and pedestrian planning to local and regional agencies how will they provide support for the development and implementation of these plans?
- Many states have several staff positions or entire departments to address Bicycle and Pedestrian plans and programs. Does Kentucky have additional staff in this area or just the one Coordinator?
- Pedestrian and Bicycle Travel Policy is an effective tool for new construction and reconstruction, but is there a strategy for improving bike/pedestrian conditions on other existing roadways?
- Need a State Bike/Pedestrian Planning Process. Should include the foundation for such a plan in the LR Plan
- There is no oversight of following the Bicycle Travel Policy in the design of transportation facilities.
- The Cabinet should utilize a minimum of 50% of Transportation Enhancement funds for Bike/Ped Projects in the future.
- The report notes that the Department has a full time Bike/Ped coordinator. This is not accurate. The department does not have individual devoting full-time activities to the Bike/Ped position. The Department is not fully meeting the federal requirements for the Bike/Ped portion of the Transportation Plan.
- KYTC policies for routine accommodation of bicycle and pedestrian facilities were well done and represent the federal emphasis for accommodating these modes. I have seen that these policies have been implemented in my region.
- Recommend further recognition of bicycle and pedestrian facilities as components of the highway system as well as motorized travel

- Bicycle path should be shared use path.
- Current KYTC policy states that the Cabinet “will consider” accommodating bicyclists and pedestrians in conjunction with resurfacing projects under most circumstances. This falls short of meeting the needs of current bicyclists and pedestrians or fostering widespread use of these beneficial and cost-effective travel modes.
- KYTC’s Rumble strip policy isn’t working. KYTC should adopt the FHWA policy, spelled out in their technical guidance document on the subject dated December 20, 2001, which would help accommodate cyclists with no adverse effect on motorists.
- Create routes in cities, such as Lexington, that make travel by alternate means viable. Lay out a grid of routes with ramps, bridges and tunnels to cross heavily traveled intersections.
- Design our spaces so that we are encouraged to live healthy lives. We need safe places to cycle and we need to support rails to trails and use what we have rather than throw it away.
- Look into alternative transportation opportunities that would allow people to exercise while going to work, shop or play – non-motorized travel in a safe environment – preserve abandoned rail beds, put in bike paths when new roadways are built or old ones are upgraded or create corridors where none have existed.
- Include walking and bicycling paths in all new construction and the rebuilding of our highway system. Paving the shoulders would also help provide a place to ride a bike.
- I strongly urge you to consider the inclusion of more integrated bicycle trails and multiuse trails . Please consider what the state of Ohio has done in linking cities. Other states that have been more progressive than Kentucky include: Indiana, Virginia, North Carolina, Missouri, Illinois and Pennsylvania.
- Future highway improvements should include bicycle access. If more efforts were made on providing bicycle access, more people would use bicycles.
- Our state lags so far behind other states when it comes to cycling and walking paths. Please consider looking at ways to add more cycling and walking paths to you future plans.
- Support the enhancement of roadway systems and abandoned railway systems for the safety and convenience of bicyclists.
- Consider adding bike lanes or paths. I plan my vacations for areas that are bike-friendly.

Congestion

- Congestion is one of the single largest threats to the U.S. Economy. The plan does not offer specific roles and responsibilities, priorities, implementation, and schedule that such a strategy requires in addressing congestion
- Freight traffic is expected to increase by 70 percent in less than 20 years. Recommend that freight specific projects be included in the process of planning and prioritizing how transportation investments are made

- Need alternative approaches to addressing traffic congestion in urban areas.
- Need more emphasis on reducing demand in urban areas through improved transit, bike and pedestrian facilities, integrated land use and transportation planning
- Work to reduce vehicle miles traveled and congestion

Economic Development

- Economic Development claims in the Transportation Plan cannot be calculated, nor can they be true. There are way too many subjective judgments being made on how to invest transportation dollars. If KDOT was an investment company, there would be some folks in jail. Why should anyone think they need to pay higher gas taxes to an organization that performs so poorly?
- Report does not include any strategies for economic development and tourism development.

Funding Issues

- Increase road fund revenues as much as possible without destroying chances of re-election for lawmakers
- Create extra revenue for road maintenance and construction
- More education on how much money the state is losing each year to our neighbors due to the low gas tax
- Explore the use of general funds on road projects
- Earmark any extra revenue to certain statewide projects, such as I-66 or the Louisville Bridges
- Increase state gas tax, tie this to the CPI or cost of living, so it would adjust automatically
- Report does not draw any recommendations on the direction of funding. Cannot relate the information in the “funding needs” to the strategies that the Transportation Cabinet plans to pursue.

Highway

- Rural road projects that make it easier to avoid cities should have higher priorities than road projects that funnel traffic through cities
- Add to “goals” – encourage the traveling public to take the most direct route possible by building new shortcuts and improving existing roads
- Add ramps and overpasses to eliminate intersections instead of adding lanes through the intersections, tunnel under mountains instead of going over them to improve the efficiency of all classes of vehicles
- Emphasis should be on preserving existing roadways
- Demand management strategies should have priority over increasing system capacity

- There is a direct correlation made in the report between conditions of the roads and fatalities. This does not seem to be supported to State Police Safety information.
- KYTC's rumble strip policy isn't working. KYTC should adopt the FHWA policy, spelled out in their technical guidance document on the subject dated December 20, 2001, which would help accommodate cyclists with no adverse effect on motorists.
- The I-69 Bridge east of Henderson, KY should be built and open by the time the I-69 in S.W. Indiana is open and should be funded by tolls, privatization or other alternative funding methods.
- The I-66 corridor from I-65 at Bowling Green to I-24 in Lyon County should be designated as soon as possible.
- Is it possible to require a "project warranty" on all major road projects, holding the contractor accountable for repairs stemming from other than minor wear and tear?

Pedestrian

- Cabinet has failed to recognize walking as a form of transportation as it is severely devoid of plans for sidewalks for pedestrian or bike/wheelchair/stroller traffic. Would like to see more plans for foot traffic and non-motorized wheeled traffic
- Need to address declining walking and bicycling rates in urban areas and address disproportionate number of bike and pedestrian fatalities in urban areas per trip by these modes.
- Not enough dedicated to pedestrian issues
- The report notes that the Department has a full time Bike/Ped coordinator. This is not accurate. The Department is not fully meeting the federal requirements for the Bike/Ped portion of the Transportation Plan.
- All schools, public meeting places and community centers should have safe walking and cycling routes connecting them and the routes for public transportation.
- There is very little in the plan document for pedestrian transportation and safety. There is a need in the rural areas for pedestrian traffic, not just in the metropolitan areas. With low economic status, pedestrians must travel by walking to grocery stores and places of employment, but many of the roads have no shoulders, not to mention, no sidewalks.
- We need more multiuse lanes and trails within cities to have safe areas for people to walk or ride.
- Need to develop and support "alternative" means of transportation, i.e., walking and biking safe paths
- Our state lags so far behind other states when it comes to cycling and walking paths. Please consider looking at ways to add more cycling and walking paths to you future plans.

Public Transportation

- Encourage Kentucky leaders to follow suit (from major cities) to assist Transit Authorities in expanding and further provide services to their respective areas
- Good document for the KYTC Highway program, but it lacks planning for the future of public transportation in Kentucky.
- There is no identification of state funding to support public transportation, no projections of future funding needs or ridership, and no goals for public transit over the next 25 years.
- Strongly feel that transit needs a permanent dedicated funding stream from the state for matching federal programs
- Recommend an analysis of what the lack of funding for public transportation means
- Public Transportation is given very little mention in other portions of the document other than the half page description on page 28. Should reference the existing transit systems, the size of their operations and the kinds of services they provide. In the section on the benefits of investing in transportation, you should also include the role that public transportation plays in the workplace development, air quality improvements and congestion reduction
- Want KYTC to be more creative and aggressive about funding the modern modes, particularly public transit and regional passenger rail.
- Find more efficient ways to provide mass transit – current methods involve huge, inefficient polluting buses that run infrequently
- Increase the use of mass transportation between cities as well as within towns. We need to decrease green house gases.
- Want KYTC to be more creative and aggressive about funding the modern modes, particularly public transit and regional passenger rail.

Rail Transportation

- Railroad track mileage was not consistent on pages 28 and 55
- Number of tons of cargo carried by rail were not consistent on pages 28 and 55
- Recommend that KYTC develop a program to evaluate and implement regional railroad passenger operations between major population centers, using upgraded existing railroad lines
- Rail service should be integrated with intercity bus operations, regional transit systems and air carriers
- Cabinet needs to protect the abandoned rail right-of-ways for alternative or future use.
- Want KYTC to be more creative and aggressive about funding the modern modes, particularly public transit and regional passenger rail.
- Work to get Kentucky integrated into the Midwest Regional Rail Initiative and build Advanced Transit projects in Lexington and Louisville. This should be KYTC's primary strategy in the years ahead.

- Kentucky's refusal to join the Midwest High Speed Rail Initiative serves to make Kentucky a hindrance in the region and the nation's passenger rail system of the future.
- Want KYTC to be more creative and aggressive about funding the modern modes, particularly public transit and regional passenger rail.

Water Transportation - no comments received.

Other Transportation Options

- Need to develop a strategy for providing Kentuckians who do not drive with transportation options and services (under 16 and over 65 residents should be considered)
- In the section on minorities and underserved areas, roads are mentioned as though they are the only form of transportation.
- How does technology factor into the plan, i.e., fuel technologies, advancements in construction materials that perform better in our variable weather?

Comments on Draft Amendment One

- We find this most recent update (Kentucky Amendment One to the Long-Range Statewide Transportation Plan 2006) to comply with the Federal reauthorization of Safe, Accountable, Flexible, and Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). The Division (of Air Quality) appreciates the opportunity to review this submittal and will continue to cooperate with your staff in matters relating to transportation/air quality planning.

KYTC prepared responses to all comments received through email or a letter. In cases of specific recommendations for a particular program, KYTC also forwarded the comments submitted to the office or agency in the Kentucky Transportation Cabinet which is responsible for that program for consideration. The KYTC staff will consider these comments in the future development of their specific programs over the next several years. It was quite clear that the majority of comments received were in support of developing and researching alternative transportation methods, specifically the need for more bikeways and pedestrian paths/sidewalks.

In several cases, the comments were in the form of questions regarding a specific project. Those comments have not been included in this summary since they do not provide input to the Long-Range Statewide Transportation Plan specifically. However, those comments have been forwarded to the appropriate Highway District Office or the KYTC

Office that is responsible for that project so that the appropriate staff could respond and provide the information requested.

The responses to all comments have not been included in this document, due to the volume of comments and responses, and to protect the private/personal information for those providing comments. Rather, we have included a “typical” response from KYTC to individuals or agencies providing comments during the specified public review and comment period. That sample response is included as follows.

Sample Response to Comments

Dear “Citizen or Agency”

Thank you for your comments on Kentucky’s 2006 Draft Long-Range Statewide Transportation Plan. We appreciate your time and interest in providing input to the direction for Kentucky’s Transportation System.

We cannot specifically address each area of concern for Kentucky’s Transportation System in this Long-Range Plan, but have attempted to address as many areas of concern as possible within a relatively concise and focused document. However, please be assured that your comments will be forwarded for consideration to the appropriate office in the Kentucky Transportation Cabinet responsible for implementing programs on which you have provided comments.

Again, we thank you for your thoughts and comments. We encourage you to continue to provide input in the future to the Transportation Cabinet or through the Area Development Districts and/or Metropolitan Planning Organizations as our transportation system and the needs of Kentucky change.

Sincerely,

*Division of Planning
Kentucky Transportation Cabinet*

Conclusion

The Long-Range Statewide Transportation Plan is of critical importance to the Kentucky Transportation Cabinet in that it sets the direction for the utilization of Kentucky's limited transportation resources and the type of expenditures that we should make to meet our most critical transportation needs. Because this is so important to the future of the Commonwealth, we would like to thank the citizens of Kentucky who took the time and made the effort to review our Draft Plan and Amendment and provide comments and input to the Cabinet. We also greatly appreciate the efforts made by the transportation planners in the 12 Highway District Offices, 15 Area Development Districts, 9 Metropolitan Planning Organizations and the statewide organizations who assisted the Cabinet in this effort to reach the citizens of Kentucky and solicit the public's input.

Kentucky's transportation system belongs to the citizens of Kentucky and therefore should reflect the needs and vision of the people, not just the Kentucky Transportation Cabinet. Therefore we thank you for your input and your vision in helping us to develop a better and more appropriate transportation system for the future of our Commonwealth.

Appendix A

Kentucky Transportation Cabinet

Public Participation Process For Statewide Transportation Planning

The Kentucky Transportation Cabinet (KYTC) has established procedures for the development of the Statewide Transportation Plan (STP) and the Statewide Transportation Improvement Program (STIP) as mandated by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Congressional acts that authorized ongoing federal-aid transportation programs. In developing these procedures, the KYTC complied with 23 CFR 450.212 (a) which stated that “Public involvement processes shall be proactive and provide complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement.” At this writing, regulations have not yet been fully developed for implementation of SAFETEA-LU. However, the KYTC is attempting to be “pre-compliant” with SAFETEA-LU regulations to the extent practicable. The KYTC has established the following public involvement process to cover both the STP and the STIP:

- 1) The formal STP document will cover a 20-year planning horizon, with amendments and updates prepared periodically as changes occur. Metropolitan long-range plans will be incorporated by references to their specific, federally-required documents. The formal STIP document will be prepared on a biennial basis to coincide with state legislative approval of the biennial update of the Transportation Cabinet’s Six-Year Highway Plan. To ensure that the public has ample opportunity to review and comment on the development of the STP and STIP documents, the KYTC proposes that each proposed update or major revision of the STP and STIP be subjected to a 30-day comment period to be advertised in statewide, significant regional, and demographically targeted newspapers. These newspapers are to include the Louisville Courier-Journal, the Lexington-Herald Leader, and the Kentucky Post; and as appropriate, the Clarksville Leaf Chronicle, the Tennessean, the Fort Campbell Courier, the Kentucky New Era, the Jessamine Journal, the Evening News-Louisville, the Tribune-Louisville, and others determined to be appropriate to reach minority or underserved populations within the state. These newspaper advertisements will

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specify a 30-day comment period, will identify an individual to whom comments can be sent, will inform the public of the appropriate website address, will state that copies of the document are available upon request at no charge, and that translation services are available upon request. Upon identification by the KYTC of minority and low-income populations within the state, the KYTC will pursue appropriate measures to reach these populations through tools such as translation services, notices on public transit systems and public libraries, and/or publishing the executive summary of the document or legal notices in Spanish as appropriate. The KYTC may hold public meetings in places where these populations are comfortable gathering and/or place legal notices in newspapers such as *Le Voz-Lexington*, *Hoy-Louisville*, *The Spanish Journal-Cincinnati*, the *Cincinnati Herald*, and others as appropriate. If “low-literacy” or “limited English proficiency” population concentrations are identified, the KYTC will work to create a meaningful outreach proposal targeted specifically for such groups. Copies of the Draft STP and Draft STIP will be publicly displayed in each of the twelve Highway District Offices, each of the fifteen Area Development District (ADD) offices, and each of the nine regional Metropolitan Planning Organization (MPO) offices. Copies of the document will also be made available to transit providers, the Federal Transit Administration (FTA), USDA Forest Service, FHWA Eastern Federal Lands Highway Division, and other federal, regional, and state agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, and to any individuals who ask to be included on an official mailing list maintained by the KYTC. In reviewing a Draft STP or Draft STIP, the KYTC will involve various interagency groups that represent environmental, traffic, ridesharing, parking, transportation safety and enforcement, commuter rail operations, airports, port authorities, toll authorities, and appropriate private transportation provider concerns. The KYTC will also involve city officials as appropriate, as well as local, state, and federal environmental resources and permit agencies. In each case, the reviewing entity will be expected to provide comments within the specified review period. Letters announcing the availability of the Draft STP or Draft STIP document will be sent to each county judge/executive and to the mayors of all communities over 5,000 population. Public outreach will be considered in those instances where the complexity of the plan or magnitude of public response indicates to the KYTC the need for additional public information. This outreach effort may consist of public meetings, notices to neighborhood associations, legal notices in local newspapers, or any additional efforts that will significantly enhance the public’s understanding of the planning-level recommendations being presented by the STP or STIP document. The number, time, and location of such meetings will be tailored to fit the circumstance being addressed. If such public outreach is deemed necessary, the Draft STP or Draft STIP comment period will be extended to allow adequate time for receipt of post-meeting comments. Wherever possible, Metropolitan Planning Organization (MPO) public involvement processes will be coordinated with the statewide process to enhance public consideration of the

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issues, plans, and programs and to reduce redundancies and costs. The Draft STP or Draft STIP document will be posted to the KYTC web site.

- 2) After an initial 30-day comment period, the KYTC will aggregate comments, prepare responses, and finalize the STP or STIP document. Copies of the final edition of the STP or STIP document will be made available to both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for review and comment. A summary of the aggregated comments and responses thereto will be prepared for the FHWA and/or FTA if so requested by those agencies.
- 3) When the FHWA/FTA comments have been addressed, the final STP or STIP document will be made available for public information in the same manner as the draft document was circulated for review and comment. In addition, the final STP or STIP document will be posted to the KYTC web site.
- 4) As outlined in 23 CFR 450.212(d), a reasonable opportunity for public review and comment must be afforded whenever major revisions to the STP or STIP are proposed between formal update cycles. The need for a STIP Amendment is determined by an action to add, delete, or materially change a project's fund source, MPO Transportation Improvement Program (TIP) standing, or significant project scope adjustment. Changes determined to be "major" that are from areas outside of the MPO boundaries will require public involvement when it is agreed by the KYTC and the FHWA that such change significantly alters the planning level conditions set forth by the STIP. The need for public input is dependent upon the complexity of the proposed revision and will be determined by state and local officials on a "case-by-case" basis. For amendments determined to be "major" that are from areas outside of the MPO boundaries, a 30-day public review period will be provided, with newspaper advertisements and other possible public outreach efforts described above targeted to the specific region of the state directly affected by the proposed STP or STIP amendment. Copies of the proposed amendment will be displayed at the appropriate District, ADD, and MPO offices for public review and comment. At the conclusion of the 30-day review period, public comments will be addressed, additional public outreach will be conducted as necessary, and the final amendment will be provided to FHWA and FTA for approval. For Amendments to the STIP from areas within MPO boundaries, the public involvement conducted for the respective TIP may suffice as the required public involvement for the STIP. For minor revisions to the STP or minor amendments to the STIP, the official STP or STIP mailing list will be utilized to distribute information pertaining to the revision. Public involvement is not required for minor STIP Amendments, or additions and/or deletions to the list of projects that are

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grouped together and listed as “Z-Various.” Administrative changes to the STIP also do not require public involvement since those types of changes are defined as minor data entry error corrections, splitting or combining projects without modifying the original project design, concept, and scope, or moving a project from one federal funding category to another.

- 5) The effectiveness of the Kentucky statewide planning public involvement process will be reviewed at a minimum once every two years in accordance with CFR 450.212 (a) (7) to ensure that the process is providing full and open access to the public. Process revisions will be pursued as deemed appropriate.

Any individual, agency, or organization may provide written comments to:

Mr. Michael W. Hancock, P.E.
Deputy State Highway Engineer
Kentucky Transportation Cabinet
Office of Program Planning and Management
Transportation Cabinet Office Building, 6th Floor
200 Mero Street
Frankfort, Kentucky 40622
Phone (502) 564-3730

Appendix B

Newspapers

HISPANIC NEWSPAPERS	MINORITY NEWSPAPERS
Al Dia en America – Louisville	Louisville Defender
Hoy en las Americas – Shelbyville	
Le Voz de Kentucky – Lexington	
La Jornada Latina – Cincinnati, Ohio	
STATEWIDE CIRCULATION NEWSPAPERS	MILITARY BASE NEWSPAPERS
Kentucky Post – Cincinnati	The Turret – Fort Knox
Lexington Herald-Leader	Fort Campbell Courier
Louisville Courier Journal	
REGIONAL NEWSPAPERS	
Advocate Messenger	Louisville Voice-Tribune
Appalachian News-Express – Pikeville	Madisonville Messenger
Ashland Independent	Mayfield Messenger
Big Sandy News	Maysville Ledger-Independent
Bowling Green Daily News	Middlesboro Daily News
Central Kentucky News Journal – Campbellsville	Mountain Citizen
Corbin Times Tribune	New Enterprise – Campbellsville
Elizabethtown News Enterprise	Owensboro Messenger-Inquirer
Floyd County Times	Paducah Sun
Frankfort State Journal	Paintsville Herald
Harlan Daily Enterprise	Pikeville Appalachian News-Express
Henderson Gleaner	Salysersville Independent
Kentucky New Era – Hopkinsville	Somerset Commonwealth Journal
Kentucky Post – Covington	Winchester Sun

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Appendix C

Newspaper Advertisements

**PUBLIC NOTICE FOR REVIEW AND COMMENT ON THE
DRAFT 2006 LONG RANGE STATEWIDE TRANSPORTATION
PLAN FOR KENTUCKY**

The Kentucky Transportation Cabinet (KYTC), in accordance with its established "Public Participation Process for the Statewide Transportation Planning Program (STP)," hereby provides notice of the availability of the **Draft 2006 Long Range Statewide Transportation Plan** for public inspection, review, and comment for a 30-day period:

Monday, October 16, 2006 to Tuesday, November 14, 2006 (COB).

The Plan will be displayed at the following locations:

KYTC Highway District Offices (Paducah, Madisonville, Bowling Green, Elizabethtown, Louisville, Covington, Lexington, Somerset, Flemingsburg, Jackson, Manchester, and Pikeville.)

Area Development District Offices (Mayfield, Hopkinsville, Owensboro, Bowling Green, Elizabethtown, Louisville, Florence, Maysville, Lexington, Owingsville, Ashland, Prestonsburg, Hazard, London, and Russell Springs.)

Metropolitan Planning Organization Offices (Clarksville, Tennessee (Fort Campbell); Evansville, Indiana (Henderson); Owensboro; Louisville; Lexington; Cincinnati, Ohio (Northern Kentucky); Ashland; Bowling Green; and Elizabethtown.)

Kentucky Transportation Office Building
200 Mero Street, Frankfort, KY.

KYTC's Web site at: <http://transportation.ky.gov>

*For special accommodations or locations where you may view
the plan - please see our website or contact our office*

Comments may be sent to:

MR. DARYL GREER, P.E., DIRECTOR
KYTC DIVISION OF PLANNING
200 MERO STREET
5TH FLOOR, MAIL CODE W5-05-01
FRANKFORT, KENTUCKY 40622
PHONE: (502) 564-7183 FAX: (502) 564-2865
EMAIL: KYTCSTP2006@ky.gov



**ANUNCIO PUBLICO PARA REVISAR Y RECIBIR COMENTARIOS
SOBRE EL PLAN DE TRANSPORTE A LARGO PLAZO EN TODO EL
ESTADO DE KENTUCKY PARA EL 2006**

El Gabinete del Transporte de Kentucky (KYTC) de acuerdo con el Proceso de Participación Pública para el Programa de Planeamiento del Transporte en todo el Estado (STP), por el presente anuncio da a conocer la disponibilidad del **Plan (borrador) 2006 a Largo Plazo del Transporte para todo el Estado**, para su inspección pública, para ser revisado y recibir comentarios sobre el mismo durante un periodo de 30 días:

Del Lunes 16 de Octubre, 2006 al Martes 14 de Noviembre del 2006 (COB).

El plan estará expuesto en las siguientes localidades

KYTC Oficinas del Distrito de Carreteras (Highway District Offices) (Paducah, Madisonville, Bowling Green, Elizabethtown, Louisville, Covington, Lexington, Somerset, Flemingsburg, Jackson, Manchester, y Pikeville.)

Oficinas de desarrollo del area de distritos (Area Development District Offices.) (Mayfield, Hopkinsville, Owensboro, Bowling Green, Elizabethtown, Louisville, Florence, Maysville, Lexington, Owingsville, Ashland, Prestonsburg, Hazard, London, y Russell Springs)

Oficinas de organizacion de planeamiento metropolitano (Metropolitan Planning Organization Offices). Clarksville, Tennessee (Fort Campbell); Evansville Indiana (Henderson); Owensboro; Louisville; Lexington; Cincinnati, Ohio (Northern Kentucky); Ashland; Bowling Green, y Elizabethtown.)

Edificio de las Oficinas de Transporte de Kentucky
Kentucky Transportation Office Building
200 Mero Street, Frankfort KY.

Sitio de internet de KYTC <http://transportation.ky.gov>

*Para acomodaciones especiales o localidades donde el plan puede ser revisado
- por favor vea nuestro sitio de internet o contacte a nuestra oficina*

Sus comentarios pueden ser enviados a:

MR. DARYL GREER, P.E., DIRECTOR
KYTC DIVISION OF PLANNING
200 MERO STREET
5TH FLOOR, MAIL CODE W5-05-01
FRANKFORT, KENTUCKY 40622
TELEFONO ; (502) 564-7183
FAX: (502) 564 2865
CORREO ELECTRONICO
KYTCSTP2006@ky.gov



Appendix C (continued)

Newspaper Advertisements

WANTED

Are you interested in providing your **OPINION** on Kentucky's Transportation System?

PUBLIC NOTICE OF PERIOD FOR REVIEW AND COMMENT ON THE DRAFT 2006 STATEWIDE TRANSPORTATION PLAN FOR KENTUCKY

The Kentucky Transportation Cabinet (KYTC), in accordance with its established "Public Participation Process for the Statewide Transportation Planning Program (STP)," hereby provides notice of the availability of the Draft 2006 Statewide Transportation Plan for public inspection, review, and comment for a 30-day period beginning Monday, October 16, 2006, and ending Tuesday, November 14, 2006.

The Draft 2006 Statewide Transportation Plan will be displayed at the following locations throughout the Commonwealth of Kentucky:

- KYTC Highway District Offices
- Area Development District Offices
- Metropolitan Planning Organization Offices
- Kentucky Transportation Office Building located at 200 Mero Street, Frankfort, KY.


For more information, special accommodations, or locations of Offices where you may view the plan, Please see our website or contact our Office

<http://transportation.ky.gov/planning/stp/2006stp.asp>

Any individual, agency, or organization may provide written comments to:

**MR. DARYL GREER, P.E.
DIRECTOR, DIVISION OF PLANNING
KENTUCKY TRANSPORTATION CABINET
200 MERO STREET 5TH FLOOR,
MAIL CODE W5-05-01
FRANKFORT, KENTUCKY 40622
PHONE: (502) 564-7183 FAX: (502) 564-2865
EMAIL: KYTCSTP2006@ky.gov**

YOUR OPINION



Public Participation Process

Appendix D

Letters of Transmittal for Draft Long-Range Statewide Transportation Plan

- October 13, 2006 Letter to Agency Contact/Consultant List, including city mayors, county judges, regional and MPO planners
- October 16, 2006 Letter to Federal Highway Administration
- October 16, 2006 Letter to Federal Transit Administration



TRANSPORTATION CABINET

Ernie Fletcher
Governor

Frankfort, Kentucky 40622
www.kentucky.gov

Bill Nighbert
Secretary

Marc Williams
Commissioner of Highways

October 13, 2006

«Mailing_Title» «First_Name» «Last_Name»«Suffix»
«Title»
«Organization»
«Address1»
«Address2»
«City», «State» «Zip»

Dear «Letter_Title» «Last_Name»:

This letter is to inform you that the Kentucky Transportation Cabinet's *Draft Long Range Statewide Transportation Plan (2006)* is available for public inspection and comment for a thirty-day period beginning Monday, October 16, 2006, through Tuesday, November 14, 2006 (COB). This thirty-day public availability period has been advertised in statewide and regional newspapers and will afford the general public with an opportunity to review and comment on the draft document.

In accordance with the Cabinet's established public participation process for statewide transportation planning and in compliance with federal law, the Cabinet has provided copies of the *Draft 2006 Long Range Statewide Transportation Plan* for public review and comment at the Highway District Offices, Area Development Districts, Metropolitan Planning Organization Offices (lists enclosed), KYTC Division of Planning, KYTC Division of Program Management, Kentucky Transportation Cabinet Office Building Lobby, and is also available on the KYTC web site at <http://transportation.ky.gov/planning/stp/2006stp.asp>. However, an electronic version on CD ROM or a printed copy may be provided upon request.

This twenty-five year transportation plan, which is mandated by SAFETEA-LU (August 2005), the Congressional Act authorizing on-going Federal-aid transportation programs, is a multimodal transportation plan, which identifies goals and strategies that will best direct the use of limited financial resources to enhance the safety and efficiency of Kentucky's total transportation system. The policies set forth in this Plan incorporate goals developed by local, regional and metropolitan citizen committees through the statewide transportation planning process.

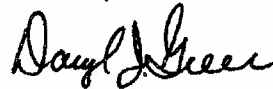
October 13, 2006

In consideration of the fact that our funds are very limited and cannot begin to address all of the transportation needs in Kentucky, we would like to stress that your input is not only invaluable, but essential to the Cabinet in determining the priorities for our Commonwealth's transportation system. We also request your help in providing this information to your staff, associates and other partners in Kentucky through the utilization of any newsletters or web sites for which your office may be responsible.

At this time, we would like to encourage you to review the draft Long Range Statewide Transportation Plan and provide the Cabinet with any comments or revisions, which you deem appropriate. For more information, special accommodations or submitting comments, please contact us at the following:

Daryl Greer, Director
Division of Planning
Kentucky Transportation Cabinet
200 Mero Street, Mail Code W5-05-01
Frankfort, Kentucky 40622
EMAIL: KYTCSTP2006@ky.gov
PHONE: (502) 564-7183
FAX: (502) 564-2865

Sincerely,



Daryl J. Greer, P.E.
Director
Division of Planning

DJG/NHM/NH

Enclosures



TRANSPORTATION CABINET

Ernie Fletcher
Governor

Frankfort, Kentucky 40622
www.kentucky.gov

Bill Nighbert
Secretary

Marc Williams
Commissioner of Highways

October 16, 2006

Mr. Jose Sepulveda
Division Administrator
Federal Highway Administration
330 West Broadway
Frankfort KY 40601

Dear Mr. Sepulveda:

We have enclosed for review and comment four copies of the Kentucky Transportation Cabinet's *Draft Long Range Statewide Transportation Plan (2006)* which is now available for public inspection and comment for a thirty-day period beginning Monday, October 16, 2006, through Tuesday, November 14, 2006 (COB). This thirty-day public availability period has been advertised in statewide, regional, and other newspapers across Kentucky. This will afford the general public with an opportunity to review and comment on the draft document.

In accordance with the Cabinet's established public participation process for statewide transportation planning and in compliance with federal law, the Cabinet has provided copies of the *Draft 2006 Long Range Statewide Transportation Plan* for public review and comment at the Highway District Offices, Area Development Districts, Metropolitan Planning Organization Offices (lists enclosed), KYTC Division of Planning, KYTC Division of Program Management, and the Kentucky Transportation Cabinet Office Building Lobby. It is also available on the KYTC web site at <http://transportation.ky.gov/planning/stp/2006stp.asp>. Electronic versions on CD ROM or additional printed copies may be provided upon request.

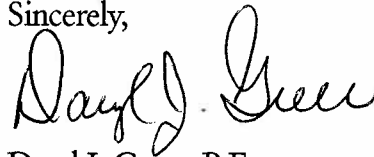
This Federally required twenty-five year transportation plan is a multimodal transportation plan which identifies goals and strategies that will best direct the use of limited financial resources to enhance the safety, reliability, and efficiency of Kentucky's total transportation system while providing economic opportunity for the citizens of the Commonwealth. The policies set forth in this Plan incorporate goals developed by local, regional, and metropolitan citizen committees through the statewide transportation planning process. Pending the results of the proposed rulemaking, please note that adjustments will be made to the *Kentucky Draft Long Range Statewide Transportation Plan* to address SAFETEA-LU requirements.

Mr. Jose Sepulveda
Page 2
October 16, 2006

At this time, you have the opportunity to review and comment on the *Draft 2006 Long Range Statewide Transportation Plan*. After the public review and comment period has expired, and we have considered and/or incorporated public comments in the Plan, we will finalize the Plan and provide copies to your office.

For more information or if you have any questions, please feel free to contact me at 564-7183.

Sincerely,

A handwritten signature in black ink, appearing to read "Daryl J. Greer". The signature is fluid and cursive, with the first name "Daryl" being more prominent than the last name "Greer".

Daryl J. Greer, P.E.
Director
Division of Planning

DJG/NHM/NH

Enclosures

c: Ray Polly



TRANSPORTATION CABINET

Ernie Fletcher
Governor

Frankfort, Kentucky 40622
www.kentucky.gov

Bill Nighbert
Secretary

Marc Williams
Commissioner of Highways

October 16, 2006

Ms. Yvette G. Taylor
Regional Administrator
Federal Transit Administration, Region IV
61 Forysth Street, SW, Suite 17T50
Atlanta GA 30303

Dear Ms. Taylor:

We have enclosed for review and comment a copy of the Kentucky Transportation Cabinet's *Draft Long Range Statewide Transportation Plan (2006)* which is now available for public inspection and comment for a thirty-day period beginning Monday, October 16, 2006, through Tuesday, November 14, 2006 (COB). This thirty-day public availability period has been advertised in statewide, regional, and other newspapers across Kentucky. This will afford the general public with an opportunity to review and comment on the draft document.

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Ms. Yvette G. Taylor

Page 2

October 16, 2006

At this time, you have the opportunity to review and comment on the *Draft 2006 Long Range Statewide Transportation Plan*. After the public review and comment period has expired, and we have considered and/or incorporated public comments in the Plan, we will finalize the Plan and provide copies to your office.

For more information or if you have any questions, please feel free to contact me at 564-7183.

Sincerely,

A handwritten signature in cursive script, appearing to read "Daryl J. Greer".

Daryl J. Greer, P.E.

Director

Division of Planning

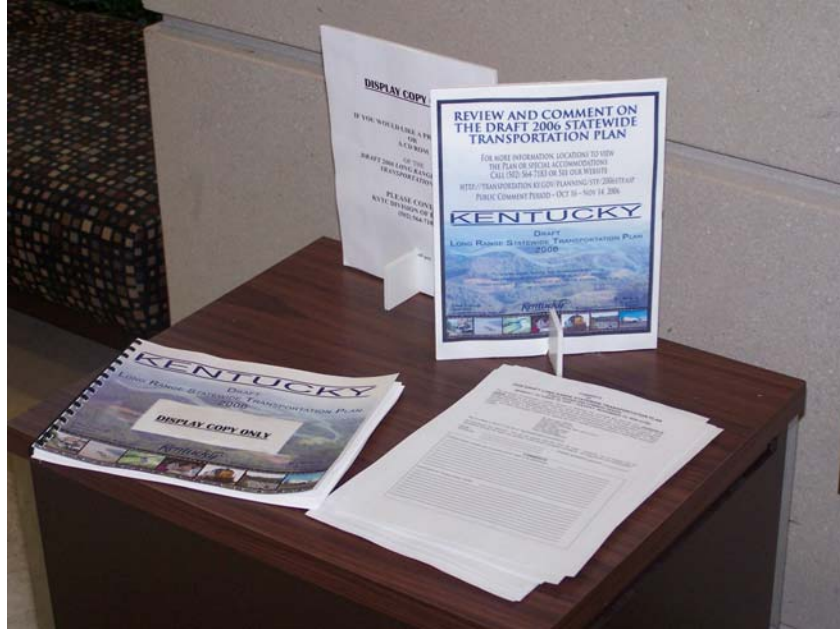
DJG/NHM/NH

Enclosures

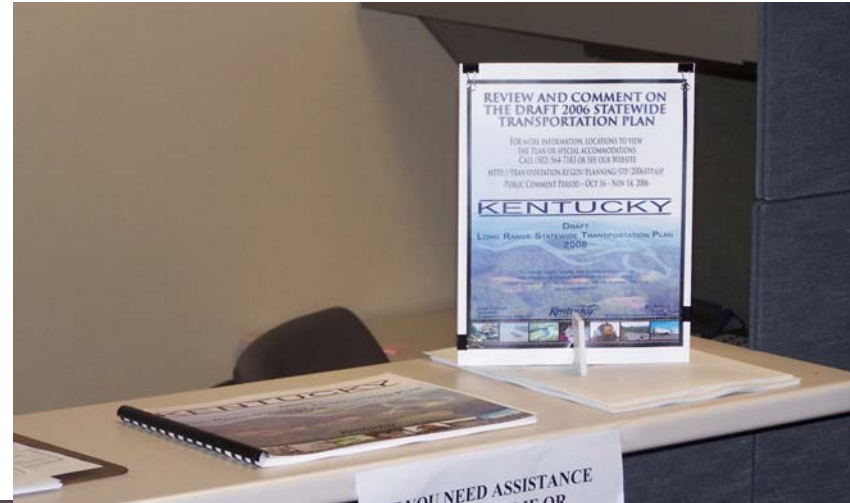
c: Ray Polly

Appendix E

Photographs of Displays of Draft LRSTP



KYTC Building First Floor Lobby



KYTC Division of Planning Reception Area



Kentucky River Area Development District Front Lobby

Appendix F

	Traditionally Underserved (450.210 (a))													Transportation Modes					Coordination								Interested Parties/Consultation Groups										Consultation Groups					SAFETY								
	Race					Other								450.214 (a)					450.208 (a)								450.210 (a) and 450.214 (k)										450.214 (i)													
Agency/Organization Name or Individual Name	White	Black	Asian	Hispanic	American Indian	Arabic	Low Income	Elderly	Low Literacy	Limited English Proficiency	Disabled	Transportation Dependent	Military	Aviation	Bicycle/Pedestrian	Highway	Public Transportation	Rail	Waterways	Metropolitan Planning Organizations	Statewide Economic Development	Federal Land Management	Local Elected Officials	Indian Tribal Governments	Public Transit Operators	State Air Quality Agency	Intelligent Transportation Systems	Coordinated Public Transit	Citizens	Affected Public Agencies	Public Transit Employees	Freight Shippers	Private Transportation Providers	Public Transportation Users	Pedestrian Walkway Users	Bicycle Transportation Facility Users	Disabled	Freight Transportation Providers	Other Interested Parties	Land Use Management	Natural Resources	Environmental Protection	Conservation	Historic Preservation	Wildlife Management					
Kentucky Heritage Council	x	x	x	x	x	x	x	x	x	x	x	x																		x															x					
Kentucky Historical Society																														x														x						
Kentucky Household Goods Carrier Association Inc.														x		x		x	x		x											x	x																	
Kentucky Housing Corporation																														x																				
Kentucky Industrial Development Council, Inc.															x		x	x	x	x		x											x	x																
Kentucky League of Cities, Inc.															x	x	x	x	x	x		x		x				x	x	x																				
Kentucky Long-Term Policy Research Center	x	x	x	x	x	x	x	x	x	x	x	x	x																	x																				
Kentucky Motor Transport Association																x																	x																	
Kentucky Natural Resources and Environmental Protection Cabinet																																																		
Kentucky Nature Preserves																																																		
Kentucky Office of Transportation Delivery							x	x	x	x	x	x					x																																	
Kentucky Public Transit Association	x	x	x	x	x	x	x	x	x	x	x	x					x																																	
Kentucky Resources Council, Inc.																			x												x																			
Kentucky State Rail Association																			x		x																													
Kentucky Tourism Council															x	x	x	x				x									x																			
KY Rails to Trails																x																																		
KYTC Department of Aviation														x	x																x		x																	
KYTC Department of Highways - District 1																																																		
KYTC Department of Highways - District 10																																																		
KYTC Department of Highways - District 11																																																		
KYTC Department of Highways - District 12																																																		
KYTC Department of Highways - District 2																																																		

Appendix F

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KYTC Department of Highways - District 3															X											X			X																												
KYTC Department of Highways - District 4															X												X		X																												
KYTC Department of Highways - District 5															X												X		X																												
KYTC Department of Highways - District 6															X												X		X																												
KYTC Department of Highways - District 7															X												X		X																												
KYTC Department of Highways - District 8															X												X		X																												
KYTC Department of Highways - District 9															X												X		X																												
KYTC Department of Transportation Safety	X	X	X	X	X	X	X	X	X	X	X	X	X		X												X		X																								X				
KYTC, Division of Bridge Design															X		X	X											X																												
KYTC, Division of Construction															X														X																												
KYTC, Division of Environmental Analysis															X														X																												
KYTC, Division of Materials															X														X																												
KYTC, Division of Traffic Operations															X												X		X																												
KYTC, Permits Branch															X														X																												
Legislative Research Commission																													X																												X
Louisville Bicycle Club														X																							X																				
Nature Conservancy - Kentucky Chapter																																																									
Scenic Kentucky																												X								X	X				X	X	X	X	X	X	X										
Sierra Club																												X								X	X				X	X	X	X	X	X	X										
Federal Agencies																																																									

Appendix F

	Traditionally Underserved (450.210 (a))												Transportation Modes					Coordination								Interested Parties/Consultation Groups										Consultation Groups					SAFETY						
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U.S. Dept. of the Interior, Fish and Wildlife Service																		X				X							X										X	X	X	X	X		X		
United States Coast Guard, Bridge Branch																		X				X							X		X									X	X	X	X				
United States Senator Jim Bunning																							X																	X	X	X	X				
United States Senator Mitch McConnell																							X																								
Airports:																																															
Ashland Airport														X							X										X	X					X										
Bardstown Aiirport														X							X										X	X					X										
Bowling Green Airport														X							X										X	X					X										
Frankfort Airport														X							X										X	X					X										
Cadiz Airport														X							X										X	X					X										
Campellsville Airport														X							X										X	X					X										
Clinton Airport														X							X										X	X					X										
Covington Airport														X							X										X	X					X										
Columbia Airport														X							X										X	X					X										
Cynthiana Airport														X							X										X	X					X										
Danville Airport														X							X										X	X					X										
Dawson Springs Airport														X							X										X	X					X										
Elizabethtown Airport														X							X										X	X					X										
Elkton Airport														X							X										X	X					X										
Falls-of-the-Rough Airport														X							X										X	X					X										
Falmouth Airport														X							X										X	X					X										
Flemingsburg Airport														X							X										X	X					X										
Fulton Airport														X							X										X	X					X										
Georgetown Airport														X							X										X	X					X										
Gilbertsville Airport														X							X										X	X					X										
Glasgow Airport														X							X										X	X					X										
Greenville Airport														X							X										X	X					X										
Hawesville Airport														X							X										X	X					X										
Hardinsburg Airport														X							X										X	X					X										
Harlan Airport														X							X										X	X					X										
Hazard Airport														X							X										X	X					X										

Appendix F

	Traditionally Underserved (450.210 (a))												Transportation Modes					Coordination								Interested Parties/Consultation Groups										Consultation Groups						SAFETY							
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Tompkinsville Airport														X							X											X	X																
West Liberty Airport														X							X											X	X																
Williamsburg Airport														X							X											X	X																
Kentucky Aviation Association														X							X											X	X																
Riverports/Ferry Operators:																																																	
Henderson Riverport Authority																		X			X											X	X										X						
Hickman-Fulton County Riverport																		X			X											X	X										X						
Louisville & Jefferson County Riverport International																		X			X											X	X										X						
Eddyville Riverport and Industrial Port Authority																		X			X											X	X										X						
Owensboro Riverport Authority																		X			X											X	X										X						
Marshall County-Calvert Riverport																		X			X											X	X										X						
Meade County Riverport																		X			X											X	X										X						
Paducah-McCracken County Riverport																		X			X											X	X										X						
Port Authority of Greenup and Boyd Counties																		X			X											X	X										X						
Wickliffe-Ballard County Riverport Authority																		X			X											X	X										X						
Maysville-Mason County Port Authority																		X			X											X	X										X						
Valley View Ferry Authority																		X			X											X	X										X						
Ohio River Ferry Authority																		X			X											X	X										X						
Hickman-Dorena Ferry																		X			X											X	X										X						
Old August Ferry																		X			X											X	X										X						
Railways:																																																	
Burlington Northern and Santa Fe Railway																		X			X											X											X						
Burlington Northern and Santa Fe Railway																		X			X											X											X						

Appendix F

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	Traditionally Underserved (450.210 (a))												Transportation Modes					Coordination								Interested Parties/Consultation Groups										Consultation Groups					SAFETY											
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Rockcastle County Judge/Executive																							X																													
Rowan County Judge/Executive																							X																													
Russell County Judge/Executive																							X																													
Scott County Judge/Executive																							X																													
Shelby County Judge/Executive																							X																													
Simpson County Judge/Executive																							X																													
Spencer County Judge/Executive																							X																													
Taylor County Judge/Executive																							X																													
Todd County Judge/Executive																							X																													
Trigg County Judge/Executive																							X																													
Trimble County Judge/Executive																							X																													
Union County Judge/Executive																							X																													
Warren County Judge/Executive																							X																													
Washington County Judge/Executive																							X																													
Wayne County Judge/Executive																							X																													
Webster County Judge/Executive																							X																													
Whitley County Judge/Executive																							X																													
Wolfe County Judge/Executive																							X																													
Woodford County Judge/Executive																							X																													
Jefferson County Judge/Executive																							X																													
Mayors of Cities - Population of 5,000 and above																																																				

Appendix F

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Appendix F

	Traditionally Underserved (450.210 (a))												Transportation Modes						Coordination								Interested Parties/Consultation Groups										Consultation Groups						SAFETY					
	Race						Other						450.214 (a)						450.208 (a)								450.210 (a) and 450.214 (k)										450.214 (i)											
Agency/Organization Name or Individual Name	White	Black	Asian	Hispanic	American Indian	Arabic	Low Income	Elderly	Low Literacy	Limited English Proficiency	Disabled	Transportation Dependent	Military	Aviation	Bicycle/Pedestrian	Highway	Public Transportation	Rail	Waterways	Metropolitan Planning Organizations	Statewide Economic Development	Federal Land Management	Local Elected Officials	Indian Tribal Governments	Public Transit Operators	State Air Quality Agency	Intelligent Transportation Systems	Coordinated Public Transit	Citizens	Affected Public Agencies	Public Transit Employees	Freight Shippers	Private Transportation Providers	Public Transportation Users	Pedestrian Walkway Users	Bicycle Transportation Facility Users	Disabled	Freight Transportation Providers	Other Interested Parties	Land Use Management	Natural Resources	Environmental Protection	Conservation	Historic Preservation	Wildlife Management			
Ashland Metropolitan Planning Organization												X	X	X	X	X	X	X	X	X	X		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X									
Bowling Green/Warren County Metropolitan Planning Organization												X	X	X	X	X	X	X	X	X	X		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X								
Cincinnati/Northern KY Metropolitan Planning Organization												X	X	X	X	X	X	X	X	X	X		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X								
Clarksville/Ft. Campbell/Oak Grove Metropolitan Planning Organization												X	X	X	X	X	X	X	X	X	X		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							
Evansville/Henderson Metropolitan Planning Organization												X	X	X	X	X	X	X	X	X	X		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							
Lexington Area Metropolitan Planning Organization												X	X	X	X	X	X	X	X	X	X		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							
Louisville/Southern Indiana Metropolitan Planning Organization												X	X	X	X	X	X	X	X	X	X		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							
Owensboro-Daviess County Metropolitan Planning Organization												X	X	X	X	X	X	X	X	X	X		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							
Radcliffe/Elizabethtown Metropolitan Planning Organization												X	X	X	X	X	X	X	X	X	X		X		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X							

Appendix G

Miscellaneous Outreach Methods - Flyers for Distribution/Posting

**The Kentucky
Transportation Cabinet**

Needs Your Input!


*Draft 2006 Long Range
Statewide Transportation Plan*

**What should be the Goals
for Kentucky's
Transportation System
over the next 25 years?**

Public Review Period
October 16, 2006 – November 14, 2006

Plan available at <http://transportation.ky.gov>
or at the following locations:
Highway District Offices
Area Development Districts
Metropolitan Planning Organizations
Transportation Office Bldg, Frankfort

For Special Accommodations
Contact KYTC
Division of Planning
(502) 564-7183



**REVIEW AND COMMENT ON
THE DRAFT 2006 STATEWIDE
TRANSPORTATION PLAN**

FOR MORE INFORMATION, LOCATIONS TO VIEW
THE PLAN OR SPECIAL ACCOMMODATIONS
CALL (502) 564-7183 OR SEE OUR WEBSITE
[HTTP://TRANSPORTATION.KY.GOV/PLANNING/STP/2006STP.ASP](http://TRANSPORTATION.KY.GOV/PLANNING/STP/2006STP.ASP)
PUBLIC COMMENT PERIOD - OCT 16 - NOV 14, 2006

KENTUCKY

DRAFT
LONG RANGE STATEWIDE TRANSPORTATION PLAN
2006

"TO PROVIDE A SAFE, SECURE, AND RELIABLE HIGHWAY SYSTEM
THAT ENSURES THE EFFICIENT MOBILITY OF PEOPLE AND GOODS,
THEREBY ENHANCING BOTH THE QUALITY OF LIFE AND THE ECONOMIC VITALITY OF
THE COMMONWEALTH."

ERNIE FLETCHER
GOVERNOR
COMMONWEALTH OF KENTUCKY

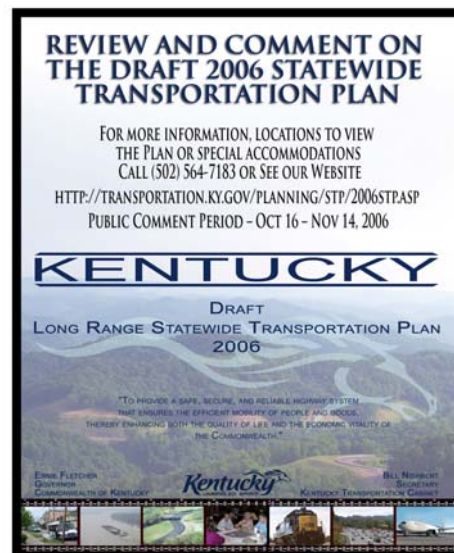
Kentucky
UNBRIDLED SPIRIT™

BILL NIGHBERT
SECRETARY
KENTUCKY TRANSPORTATION CABINET



Appendix G (page 2)

Miscellaneous Outreach Methods - Table Tents



Appendix G (page 3)

Miscellaneous Outreach Methods – Fact Sheet

DRAFT 2006 LONG RANGE STATEWIDE TRANSPORTATION PLAN FOR KENTUCKY

Information Sheet

The *Kentucky Long Range Statewide Transportation Plan* is a 25-year multimodal plan for Kentucky's transportation system produced by the Kentucky Transportation Cabinet and required through the federal transportation reauthorization acts, ISTEA in 1991 and TEA-21 in 1998 and SAFETEA-LU in 2005.

The public review and comment period for the Draft Plan is from **October 16, 2006 through November 14, 2006**. The current 2006 Plan is a policy plan that identifies a vision and set of goals developed through outreach and consultation with local and regional citizen groups, identification of the transportation needs, available data resources and the transportation strategies which will be utilized to most efficiently address the safety, reliability and economic development needs of Kentucky.

A comment form is provided at all Plan locations and is also included in the links section on the Cabinet website which may be printed and mailed or faxed to the KY Transportation Cabinet. Comments may also be emailed to us at:

KYTCSTP[2006@ky.gov](mailto:KYTCSTP2006@ky.gov).

Copies of the Draft Plan are available at all Area Development Districts, Metropolitan Planning Organizations, and Highway District Offices and at the Transportation Office Building in Frankfort. Specific addresses for these offices are available on the Cabinet's Website. A CD ROM or a printed copy of the *Draft Long Range Statewide Transportation Plan* is available upon request. For other special accommodations, please contact the KYTC Division of Planning at (502) 564-7183.

THANK YOU for your input to Kentucky's Transportation System.

Appendix G (page 4)

Miscellaneous Outreach Methods – Fact Sheet (continued)

Additional Information

With the federal directives for a “long-range transportation plan”, a comprehensive long-range approach was introduced which incorporated the coordination and consideration of all the modes and those elements which impact these modes. As required by Section 1204 and Section 135(e) of Chapter 23 of the US Code, The *Statewide Transportation Plan* must meet the following requirements:

- a minimum 20-year forecast period
- cover all areas of the state
- provide for the development and implementation of the intermodal transportation system
- include consultation with governments (metropolitan areas, nonmetropolitan areas, Indian tribal areas)
- include participation by interested parties – provide citizens, public agencies, transportation agency representatives, freight shippers, private transportation providers, public transit users, freight transportation service providers and other interested parties with reasonable opportunity to comment on the proposed plan.
- identify transportation strategies necessary to efficiently serve the mobility needs of people
- “may” include a financial plan that demonstrates how the adopted plan can be implemented, and “may” include projects.

Further the statewide planning process requires that the states carry out a process that provides for the consideration of projects and strategies that will address the eight planning factors of the Federal Regulations.

The 2006 Update of the *Long Range Statewide Transportation Plan* is a policy plan that focuses on a vision and a set of specific goals developed through the Cabinet’s outreach programs and surveys, consideration of the MPO/ADD regional goals and consideration of the eight planning factors. The plan’s policy approach is based on the Cabinet’s data-driven approach to problem identification, evaluation and the setting of measurable performance standards.

The 2006 Update of the *Long Range Statewide Transportation Plan* and includes:

- Vision, Goals and Objectives for the Kentucky Transportation System
- Assessment of Current Conditions in Kentucky – brief overview of Kentucky’s transportation system (by mode)
- Funding Needs – brief presentation of the financial needs and anticipated funding for the next 25 years.
- Needs and Analysis Tools – brief description of our most critical needs and the tools we will use to address these needs. Evaluation and Analysis – brief description of Kentucky’s analysis approach
- Conclusion – summary of Kentucky’s approach to our needs

Appendix G (page 5)

Miscellaneous Outreach Methods – Press Release

PRESS RELEASE

2006 DRAFT LONG RANGE STATEWIDE TRANSPORTATION PLAN FOR KENTUCKY

The Kentucky Transportation Cabinet (KYTC) in accordance with its established “Public Participation Process for the Statewide Transportation Planning Program” is providing notice of the availability of the Draft 2006 Long Range Statewide Transportation Plan for public inspection, review, and comment for a 30-day period.

The *Kentucky Long Range Statewide Transportation Plan* is a 25-year multimodal plan for Kentucky’s transportation system produced by the Kentucky Transportation Cabinet and required through the federal transportation reauthorization acts, ISTEA in 1991 and TEA-21 in 1998 and SAFETEA-LU in 2005.

The public review and comment period for the Draft Plan is from **October 16, 2006 through November 14, 2006**. The current 2006 Plan is a policy plan that identifies a vision and set of goals developed through outreach and consultation with local and regional citizen groups, identification of the transportation needs, available data resources and the transportation strategies which will be utilized to most efficiently address the safety, reliability and economic development needs of Kentucky.

A copy of the plan is available at the Purchase Area Development District in Mayfield, the KYTC District 1 office in Reidland or can be reviewed on the KYTC website at <http://transportation.ky.gov>.

THANK YOU for your input to Kentucky’s Transportation System.

Appendix H

Website Posting

The Draft Long-Range Statewide Transportation Plan, the Review and Comment Form, the locations where the document could be viewed with contact information, and information regarding the specific review period were posted on the following websites:

- Kentucky Transportation Cabinet
<http://www.planning.kytc.ky.gov/stp/2006stp.asp>
- 15 Area Development District Websites in Kentucky
- 9 Metropolitan Planning Organization Websites in Kentucky
- 12 Highway District Office Websites in Kentucky
- Miscellaneous statewide organizations also included this information on their websites



Search KYTC



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Roadway Information & Data

Metropolitan Planning

Modal Programs

Planning Studies & Reports

Traffic Forecasting & Modeling

Long-Range Statewide
Transportation Plan

Planning Work Program

Congestion Management

Statewide Transportation
Planning

Contact Us



2006 Kentucky Long-Range Statewide Transportation Plan
(PDF 11.4 MB Full document)

2006 Kentucky Long-Range Statewide
Transportation Plan by Chapter

Amendment 1

Select Chapter

The *Long-Range Statewide Transportation Plan* is a 25-year multimodal plan for Kentucky's transportation system produced by the Kentucky Transportation Cabinet and required through the federal transportation reauthorization acts, ISTEA in 1991 and TEA-21 in 1998 and SAFETEA-LU in 2005. Federal legislation required the states to produce the first Statewide Transportation Plan by 1995 and to update the document periodically.

Kentucky produced their first Statewide Transportation Plan (STP) in January 1995, the first update in December 1999, and the current update was produced in 2006. The first two plans were both policy and project plans, however, the current 25-year Plan is a policy-only plan that identifies a vision and set of goals developed through outreach and consultation, transportation needs, available resources and the transportation strategies which will be utilized to most efficiently serve the mobility, safety and economic needs of the people.

On February 14, 2007, the Federal Final Rule on revising the regulations required by the passage of the SAFETEA-LU federal transportation legislation, which governed the state transportation plans, was published. Kentucky had completed the public review and comment period for the 2006 Updated STP in November of 2006. Therefore, Kentucky has produced **Amendment #1 to the 2006 Long-Range Statewide Transportation Plan** to specifically address any additional requirements in the federal regulations.

You may view or download and print the Plan in its entirety or by chapter from this website. A CD ROM or a printed copy of the Plan is available upon request by [sending an email](#) to our office.

If you would like to know more about Kentucky's transportation planning process, please contact any of Kentucky's [15 Area Development Districts](#), [9 Metropolitan Planning Organizations](#), [12 Highway District Offices](#) or the [Division of Planning](#) in Frankfort.

THANK YOU for your interest and input to Kentucky's Transportation System.

<http://www.planning.kytc.ky.gov/stp/2006stp.asp>

1/9/2008



Links

[1999 Statewide Transportation Plan](#)
[Statewide Transportation Planning - Interested Parties, Public Involvement and Consultation Process](#)
[Public Involvement Documentation for the 2006 STP \(Coming Soon\)](#)

Appendix I

Letters of Transmittal for the Final Long-Range Statewide Transportation Plan

- May 16, 2007 Letter to Federal Highway Administration
- May 16, 2007 Letter to Federal Transit Administration
- June 19, 2007 Letter to the Agency Coordination/Consultation List (Appendix F)



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.kentucky.gov

Ernie Fletcher
Governor

Bill Nighbert
Secretary

Marc Williams
Commissioner of Highways

May 16, 2007

Mr. Jose Sepulveda
Division Administrator
Federal Highway Administration
330 West Broadway
Frankfort KY 40601

Dear Mr. Sepulveda:

Subject: 2006 Long-Range Statewide Transportation Plan for Kentucky

In accordance with 23 CFR 450.210 and 23 CFR 450.214, the Kentucky Transportation Cabinet has finalized and hereby certifies the 2006 Update of the Long-Range Statewide Transportation Plan for the twenty-five year period of 2006 through 2031 as the "Official Long-Range Statewide Transportation Plan" for Kentucky. Kentucky has made every attempt to develop this update of the Statewide Transportation Plan in accordance with Federal statutes, regulations, and guidelines, as available in 2006. Please note that the subject Plan supersedes the first Statewide Transportation Plan for Kentucky submitted to FHWA in 1995 and the Update submitted to FHWA in 1999.

In accordance with the Cabinet's "Public Participation Process for Statewide Transportation Planning," the draft STP was available for public review for a period of thirty days (October 16, 2006 - November 14, 2006) with copies made available at the offices of the state's fifteen Area Development Districts, twelve Highway District Offices, nine Metropolitan Planning Organizations, and in three locations in the Transportation Office Building in Frankfort. A separate document, entitled "Public Involvement for the 2006 Long-Range Statewide Transportation Plan" will be provided which fully documents the Cabinet's extensive efforts to provide the public full and complete opportunities to provide input and comments at key decision points on the 2006 Long-Range Statewide Transportation Plan. We have revised the Plan to incorporate comments made through the review and comment process. All comments received and public involvement efforts will be included in the Public Involvement Document.

Mr. Jose Sepulveda
Page 2
May 16, 2007

Please note that the final rule revising the regulations governing the development of the state transportation plans as a result of the passage of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was not effective until March 16, 2007, several months following the close of the public review period of the Draft Plan. The Kentucky Transportation Cabinet was not able to fully address some of the additional provisions of this final rule prior to the public review period. Therefore, the KYTC will prepare and provide Amendment 1 to this Plan to your office prior to July 1, 2007, which will address any additional components required to fully comply with SAFETEA-LU.

We have enclosed five copies of the subject plan for your office. The Plan has also been posted on the KYTC web site as a final approved document and notification of the final Plan has been provided to over 600 agencies or individuals throughout Kentucky. If you have any questions or should need additional copies, please contact Daryl Greer at (502) 564-7183.

Sincerely,

A handwritten signature in black ink that reads "Bill Nighbert". The signature is written in a cursive, slightly slanted style.

Bill Nighbert
Secretary

Enclosures

c: Marc Williams, Commissioner of Highways
Ray Polly, Deputy State Highway Engineer for Project Development
Daryl Greer, Director— Division of Planning



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.kentucky.gov

Ernie Fletcher
Governor

Bill Nighbert
Secretary

Marc Williams
Commissioner of Highways

May 16, 2007

Ms. Yvette G. Taylor
Regional Administrator
Federal Transit Administration, Region IV
61 Forysth Street, SW, Suite 17T50
Atlanta GA 30303

Dear Ms. Taylor:

Subject: 2006 Long-Range Statewide Transportation Plan for Kentucky

In accordance with 23 CFR 450.210 and 23 CFR 450.214, the Kentucky Transportation Cabinet has finalized and hereby certifies the 2006 Update of the Long-Range Statewide Transportation Plan for the twenty-five year period of 2006 through 2031 as the "Official Long-Range Statewide Transportation Plan" for Kentucky. Kentucky has made every attempt to develop this update of the Statewide Transportation Plan in accordance with Federal statutes, regulations, and guidelines, as available in 2006. Please note that the subject Plan supersedes the first Statewide Transportation Plan for Kentucky submitted to FHWA in 1995 and the Update submitted to FHWA in 1999.

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Ms. Yvette G. Taylor
Page 2
May 16, 2007

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Sincerely,



Bill Nighbert
Secretary

Enclosures

c: Marc Williams, Commissioner of Highways
Ray Polly, Deputy State Highway Engineer for Project Development
Daryl Greer, Director— Division of Planning



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.kentucky.gov

Ernie Fletcher
Governor

Bill Nighbert
Secretary

Crystal Murray Ducker
Deputy Secretary

June 19, 2007

«Mailing_Title» «First_Name» «Last_Name»«Suffix»
«Title»
«Organization»
«Address1»
«Address2»
«City» «State» «Zip»

Dear «Letter_Title» «Last_Name»:

We are pleased to announce that the 2006 Update of the Long-Range Statewide Transportation Plan for Kentucky is now final and available on the Kentucky Transportation Cabinet's website, <http://transportation.ky.gov/planning/stp/2006stp.asp>. You may view or download and print the Plan from our website. The Plan is also available on compact disk or in print, upon request. You may contact our office as follows:

KYTC Division of Planning
200 Mero Street, 5th Floor
Frankfort, Kentucky 40622
Phone: (502) 564-7183
FAX: (502) 564-2865
Email: KYTCSTP2006@ky.gov

This multimodal transportation plan provides the long-range goals for Kentucky, an overview of Kentucky's Transportation System, current and projected transportation needs, and Kentucky's approach to addressing these needs over the next twenty-five years.

On February 14, 2007, the Federal Final Rule on revising the regulations required by the passage of SAFETEA-LU, federal transportation legislation, which governed the state transportation plans was published. However, Kentucky had completed the public review and comment period for the 2006 Update of the STP in November of 2006. Therefore, Kentucky has now produced **Amendment # 1 to the 2006 Long-Range Statewide Transportation Plan** to specifically address any additional requirements in the federal regulations.

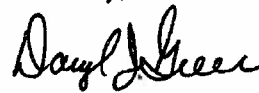
June 19, 2007

The Draft Amendment # 1 is currently available for **public review and comment from June 15, 2007 - June 29, 2007**. Copies of the Draft Amendment are available at all Area Development Districts, Metropolitan Planning Organizations, Highway District Offices and at the Kentucky Transportation Cabinet Building in Frankfort. We ask that you take a few minutes to review the Amendment and then provide us your comments on this amendment also. You may send us your comments at the address shown above or email your comments to us at: KYTCSTP2006@ky.gov

If you have provided input for this plan, either individually, through an organization or through one of Kentucky's regional transportation committees, we would like to thank you and encourage your continued involvement in the transportation planning process. If you have not previously been involved in our process or would like to know more about Kentucky's transportation planning process, please contact any of Kentucky's 15 Area Development Districts, 9 Metropolitan Planning Organizations, 12 Highway District Offices or Nancy Miracle in the Division of Planning in Frankfort, Kentucky at (502) 564-7183.

Please note that the contact information and locations for these offices can also be found on the Cabinet's Statewide Transportation Planning website.

Sincerely,



Daryl J. Greer, P.E.

Director

Division of Planning

DJG/NHM/NH

- c: Area Development District Directors
Metropolitan Planning Organizations Directors
Highway District Offices, Chief District Engineers

Appendix J

***Letters of Transmittal for Draft Amendment One to the Long-Range
Statewide Transportation Plan***

- June 15, 2007 Letter to Federal Highway Administration
- June 15, 2007 Letter to Federal Transit Administration
- June 19, 2007 Letter to the Agency Coordination/Consultation List (Appendix F)



TRANSPORTATION CABINET

Ernie Fletcher
Governor

Frankfort, Kentucky 40622
www.kentucky.gov

Bill Nighbert
Secretary

Marc Williams
Commissioner of Highways

June 15, 2007

Mr. Jose Sepulveda
Division Administrator
Federal Highway Administration
330 West Broadway
Frankfort KY 40601

Dear Mr. Sepulveda:

Subject: Amendment Number One to the 2006 Long-Range Statewide Transportation Plan
for Kentucky

We have enclosed for review and comment four copies of the Kentucky Transportation Cabinet's *Draft Amendment Number One to the 2006 Long-Range Statewide Transportation Plan for Kentucky* which is now available for public inspection and comment for a fifteen-day period beginning Friday, June 15, 2007, through Friday, June 29, 2007 (COB). This fifteen-day public availability period has been advertised in statewide, regional, and other newspapers across Kentucky. This will afford the general public with an opportunity to review and comment on the draft document.

In accordance with the Cabinet's established "Interested Parties, Public Involvement, and Consultation Process for Statewide Transportation Planning" and in compliance with federal law, the Cabinet has provided copies of the *Draft Amendment Number One to the 2006 Long-Range Statewide Transportation Plan* for public review and comment to the Highway District Offices, Area Development Districts, Metropolitan Planning Organization Offices (lists enclosed), KYTC Division of Planning, KYTC Division of Program Management, and the Kentucky Transportation Cabinet Office Building Lobby. It is also available on the KYTC web site at <http://transportation.ky.gov/planning/stp/2006stp.asp>. Electronic versions or additional printed copies may be provided upon request.

This Amendment addresses any adjustments or enhancements that were required to the Long-Range Statewide Transportation Plan to ensure full compliance with the final rule on regulations required by SAFETEA-LU legislation.


Mr. Jose Sepulveda
Page 2
June 15, 2007

At this time, you have the opportunity to review and comment on *Amendment Number One to the 2006 Long-Range Statewide Transportation Plan*. After the public review and comment period has expired, and we have considered and/or incorporated public comments in the Plan, we will finalize the Amendment and provide copies to your office.

For more information or if you have any questions, please feel free to contact Nancy Miracle or me of this Division at 564-7183.

Sincerely,



 Daryl J. Greer, P.E.
Director
Division of Planning

DJG/NHM/BSK

Enclosures

c: Marc Williams
Ray Polly



TRANSPORTATION CABINET

Ernie Fletcher
Governor

Frankfort, Kentucky 40622
www.kentucky.gov

Bill Nighbert
Secretary

Marc Williams
Commissioner of Highways

June 15, 2007

Ms. Yvette G. Taylor
Regional Administrator
Federal Transit Administration, Region IV
61 Forysth Street, SW, Suite 17T50
Atlanta GA 30303

Dear Ms. Taylor:

Subject: Amendment Number One to the 2006 Long-Range Statewide Transportation Plan
for Kentucky

We have enclosed for review and comment two copies of the Kentucky Transportation Cabinet's *Draft Amendment Number One to the 2006 Long-Range Statewide Transportation Plan for Kentucky* which is now available for public inspection and comment for a fifteen-day period beginning Friday, June 15, 2007, through Friday, June 29, 2007 (COB). This fifteen-day public availability period has been advertised in statewide, regional, and other newspapers across Kentucky. This will afford the general public with an opportunity to review and comment on the draft document.

In accordance with the Cabinet's established "Interested Parties, Public Involvement, and Consultation Process for Statewide Transportation Planning" and in compliance with federal law, the Cabinet has provided copies of the *Draft Amendment Number One to the 2006 Long-Range Statewide Transportation Plan* for public review and comment to the Highway District Offices, Area Development Districts, Metropolitan Planning Organization Offices (lists enclosed), KYTC Division of Planning, KYTC Division of Program Management, and the Kentucky Transportation Cabinet Office Building Lobby. It is also available on the KYTC web site at <http://transportation.ky.gov/planning/stp/2006stp.asp>. Electronic versions or additional printed copies may be provided upon request.

This Amendment addresses any adjustments or enhancements that were required to the Long-Range Statewide Transportation Plan to ensure full compliance with the final rule on regulations required by SAFETEA-LU legislation.

Ms. Yvette G. Taylor
Page 2
June 15, 2007

At this time, you have the opportunity to review and comment on *Amendment Number One to the 2006 Long-Range Statewide Transportation Plan*. After the public review and comment period has expired, and we have considered and/or incorporated public comments in the Plan, we will finalize the Amendment and provide copies to your office.

For more information or if you have any questions, please feel free to contact Nancy Miracle or me of this Division at (502) 564-7183.

Sincerely,



Daryl J. Greer, P.E.
Director
Division of Planning

DJG/NHM/BSK

Enclosures

c: Marc Williams
Ray Polly



TRANSPORTATION CABINET

Frankfort, Kentucky 40622
www.kentucky.gov

Ernie Fletcher
Governor

Bill Nighbert
Secretary

Crystal Murray Ducker
Deputy Secretary

June 19, 2007

«Mailing_Title» «First_Name» «Last_Name»«Suffix»
«Title»
«Organization»
«Address1»
«Address2»
«City» «State» «Zip»

Dear «Letter_Title» «Last_Name»:

We are pleased to announce that the 2006 Update of the Long-Range Statewide Transportation Plan for Kentucky is now final and available on the Kentucky Transportation Cabinet's website, <http://transportation.ky.gov/planning/stp/2006stp.asp>. You may view or download and print the Plan from our website. The Plan is also available on compact disk or in print, upon request. You may contact our office as follows:

KYTC Division of Planning
200 Mero Street, 5th Floor
Frankfort, Kentucky 40622
Phone: (502) 564-7183
FAX: (502) 564-2865
Email: KYTCSTP2006@ky.gov

This multimodal transportation plan provides the long-range goals for Kentucky, an overview of Kentucky's Transportation System, current and projected transportation needs, and Kentucky's approach to addressing these needs over the next twenty-five years.

On February 14, 2007, the Federal Final Rule on revising the regulations required by the passage of SAFETEA-LU, federal transportation legislation, which governed the state transportation plans was published. However, Kentucky had completed the public review and comment period for the 2006 Update of the STP in November of 2006. Therefore, Kentucky has now produced **Amendment # 1 to the 2006 Long-Range Statewide Transportation Plan** to specifically address any additional requirements in the federal regulations.

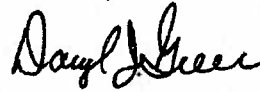
June 19, 2007

The Draft Amendment # 1 is currently available for **public review and comment from June 15, 2007 – June 29, 2007**. Copies of the Draft Amendment are available at all Area Development Districts, Metropolitan Planning Organizations, Highway District Offices and at the Kentucky Transportation Cabinet Building in Frankfort. We ask that you take a few minutes to review the Amendment and then provide us your comments on this amendment also. You may send us your comments at the address shown above or email your comments to us at: KYTCSTP2006@ky.gov

If you have provided input for this plan, either individually, through an organization or through one of Kentucky's regional transportation committees, we would like to thank you and encourage your continued involvement in the transportation planning process. If you have not previously been involved in our process or would like to know more about Kentucky's transportation planning process, please contact any of Kentucky's 15 Area Development Districts, 9 Metropolitan Planning Organizations, 12 Highway District Offices or Nancy Miracle in the Division of Planning in Frankfort, Kentucky at (502) 564-7183.

Please note that the contact information and locations for these offices can also be found on the Cabinet's Statewide Transportation Planning website.

Sincerely,



Daryl J. Greer, P.E.
Director
Division of Planning

DJG/NHM/NH

- c: Area Development District Directors
- Metropolitan Planning Organizations Directors
- Highway District Offices, Chief District Engineers

Appendix K

Newspaper Advertisements for Draft Amendment One

PUBLIC NOTICE FOR REVIEW AND COMMENT ON AMENDMENT #1 TO THE 2006 LONG-RANGE STATEWIDE TRANSPORTATION PLAN FOR KENTUCKY

The Kentucky Transportation Cabinet (KYTC), in accordance with its established "Public Involvement/Consultation Process for Statewide Transportation Planning," hereby provides notice of the availability of Amendment #1 to the 2006 Long-Range Statewide Transportation Plan for Kentucky for public inspection, review, and comment for a 15-day period:

Friday, June 15, 2007 to Friday, June 29, 2007(COB).

Amendment #1 will be displayed at the following locations:

KYTC Highway District Offices (Paducah, Madisonville, Bowling Green, Elizabethtown, Louisville, Covington, Lexington, Somerset, Flemingsburg, Jackson, Manchester, and Pikeville.)

Area Development District Offices (Mayfield, Hopkinsville, Owensboro, Bowling Green, Elizabethtown, Louisville, Florence, Maysville, Lexington, Morehead, Ashland, Prestonsburg, Hazard, London, and Russell Springs.)


Metropolitan Planning Organization Offices (Clarksville, Tennessee (Fort Campbell); Evansville, Indiana (Henderson); Owensboro; Louisville; Lexington; Cincinnati, Ohio (Northern Kentucky); Ashland; Bowling Green; and Elizabethtown.)

Kentucky Transportation Office Building
200 Mero Street, Frankfort, KY.

KYTC's Web site at: <http://transportation.ky.gov>

For special accommodations or locations where you may view the plan - please see our website or contact our office

Comments may be sent to:
MR. DARYL GREER, P.E., DIRECTOR
KYTC DIVISION OF PLANNING
200 MERO STREET
5TH FLOOR
FRANKFORT, KENTUCKY 40622
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EMAIL: KYTCSTP2006@ky.gov



AVISO PÚBLICO PARA REVISIÓN Y COMENTARIOS DE LA ENMIENDA #1, DEL 2006, DEL PLAN NACIONAL DE TRANSPORTE, A LARGO PLAZO, PARA KENTUCKY

El Gabinete de Transporte de Kentucky (KYTC, por sus siglas en inglés) de acuerdo con lo establecido en "El Proceso Público de Participación y Consulta sobre la Planificación Nacional de Transporte", por medio de la presente notifica la disponibilidad de la Enmienda #1 del Plan Nacional de Transporte, a largo plazo, para Kentucky del 2006 para la inspección, revisión, y comentarios del público en un periodo de 15 días:

Del viernes 15 de junio de 2007 al viernes 29 de junio de 2007 (COB).

La Enmienda #1 será presentada en las ubicaciones siguientes:

Las Oficinas de las Carreteras del Distrito (Paducah, Madisonville, Bowling Green, Elizabethtown, Louisville, Covington, Lexington, Somerset, Flemingsburg, Jackson, Manchester, y Pikeville.)

Las Oficinas Regionales para el Desarrollo Área (Mayfield, Hopkinsville, Owensboro, Bowling Green, Elizabethtown, Louisville, Florence, Maysville, Lexington, Morehead, Ashland, Prestonsburg, Hazard, London, y Russell Springs.)

Las Oficinas de Planificación y Organización Metropolitana (Clarksville, Tennessee (Fort Campbell); Evansville, Indiana (Henderson); Owensboro; Louisville; Lexington; Cincinnati, Ohio (Northern Kentucky); Ashland; Bowling Green; y Elizabethtown.)

Edificio de las Oficinas del Transporte en
200 Mero Street, Frankfort, KY.

En la página de Internet de KYTC: <http://transportation.ky.gov>

Para seleccionar las ubicaciones especiales donde usted puede ver el plan, visite nuestro sitio web o contacte nuestra oficina

Comentarios podrían ser enviados a:

SR. DARYL GREER, P.E., DIRECTOR
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Thank you for your input!

Appendix M

Revised KYTC Public Involvement Policy – May 2007

The following Public Involvement Policy was advertised as a revised draft policy for public review and comment for forty-five days from March 19, 2007 through May 2, 2007 and was adopted on May 17, 2007.

KENTUCKY TRANSPORTATION CABINET

STATEWIDE TRANSPORTATION PLANNING

Interested Parties, Public Involvement & Consultation Process

The Kentucky Transportation Cabinet (KYTC) has established procedures for the development of the Statewide Transportation Plan (STP) and the Statewide Transportation Improvement Program (STIP) as mandated by the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Congressional acts that authorized ongoing federal-aid transportation programs. In developing these procedures, the KYTC complied with 23 CFR 450.210 for "Interested Parties, Public Involvement, and Consultation" processes by providing opportunities for public review and comment at key decision points. The KYTC has established the following processes to cover both the STP and the STIP.

1. INTERESTED PARTIES

The KYTC STP and the KYTC STIP are developed with the mission to provide a safe, secure, and reliable transportation system that ensures the efficient mobility of people and goods, thereby enhancing both the quality of life and the economic vitality of the Commonwealth of Kentucky.

The entire process is developed with a spirit of cooperation by working with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Metropolitan Planning Organizations (MPOs), Area Development Districts (ADDs), local city and county governmental agencies, and other interested parties located throughout the Commonwealth of Kentucky.

The entire planning process and the identification of transportation needs throughout the Commonwealth, utilizes input from the KYTC Central Office Divisions, the 12 KYTC Highway District Offices, input from city mayors, county judges, MPOs, ADDs, state legislators, and through written comments and requests from:

- citizens,
- affected public agencies,
- representatives of public transportation employees,
- freight shippers,
- private providers of transportation,
- representatives of the disabled,
- representatives of users of pedestrian walkways and bicycle transportation facilities,
- representatives of freight transportation services,
- and other interested parties.

Individual projects or needed corridor improvements are identified and may be assigned relative priorities and rankings by local officials, ADDs, and MPOs. Relative priorities and rankings may then be applied by Highway District Office and Central Office staff to needs district-wide and statewide, respectively. Those projects that rank consistently high at the local, regional, highway district, and statewide levels, and meet other data-driven selection

criteria, may be recommended for inclusion in the SYP from which the STIP is developed. This process is repeated every two years to ensure that the KYTC keeps the transportation needs current and properly prioritized. This biennial update process assures a continuing and proactive planning process.

2. PUBLIC INVOLVEMENT PROCESS

The KYTC is working in concert with the ADDs and MPOs to ensure that public involvement processes are utilized that provide opportunities for public review and comments at key decision points.

2.1. ADDs PUBLIC INVOLVEMENT PROCESS

The ADD public involvement is centered on the following major points.

Supplemental to the Cabinet's public involvement efforts are the public involvement procedures utilized by the ADDs. Each ADD documents their process and those documents may be available on the World Wide Web as well as being available upon request.

In addition, a "transportation committee" for the area has been established. The membership of this committee includes a diverse group of interests that impact or are impacted by the transportation system. These committees are charged with setting goals and objectives for the regional transportation system; evaluating the transportation systems; identifying needs; and evaluating, prioritizing, and ranking transportation needs every two years as input to Kentucky's transportation project selection process. Efforts are made in establishing these committees to identify and involve the underserved populations, (such as low-income and minority households), to ensure that their needs are considered.

ADD Transportation Committee meetings are held several times each year to continually evaluate the regional transportation system and to educate committee members about the statewide transportation planning process and current transportation issues and projects.

The ADDs may attend public meetings and various civic meetings to discuss the statewide transportation planning process and to solicit direct input from interested individuals or groups at key decision points as required.

Minutes of committee meetings and public meetings are maintained. These minutes are available upon request and may be posted on the Internet. The process is periodically reviewed to determine its effectiveness. Revisions are made as deemed appropriate.

Each ADD incorporates members with a specific interest in highway safety on their transportation committees to ensure that safety-conscious planning is continually incorporated into the transportation planning process. The ADD Safety Planner also works in conjunction with the KYTC to implement Kentucky's Highway Safety Program through the collection of data, involvement on safety task teams, and development of safety education programs.

2.2. MPO PUBLIC INVOLVEMENT PROCESS

The MPO public involvement process is centered on the following major points.

Supplemental to the Cabinet's public involvement efforts is the public involvement procedures utilized by the MPOs in the development of their respective Long Range Transportation Plans (LRTPs) and their Transportation Improvement Programs (TIPs). All activity pursuant to development of the MPOs TIPs is considered part of the STIP and complies with 23 CFR 450.324 "Development and Content of the Transportation Improvement Program (TIP)." Each MPO documents their process and those documents are available on the World Wide Web as well as being available upon request.

MPO meetings are held several times each year to continually evaluate the metropolitan transportation system and to educate committee members about the metropolitan transportation planning process and current transportation projects and issues. The MPO may attend various civic meetings to discuss the metropolitan planning process and to solicit direct input from interested individuals and groups. Minutes of committee meetings are maintained, are available upon request, and may be posted on the World Wide Web. The process is periodically reviewed to determine its effectiveness. Revisions are made as deemed appropriate.

2.3. KYTC PUBLIC INVOLVEMENT PROCESS

The KYTC public involvement process is centered on the following major points.

In carrying out the statewide transportation planning process, including development of the STP and the STIP, the KYTC has developed a public involvement process that provides opportunities for public review and comment at key decision points.

Through assistance from the ADDs and MPOs, the KYTC will pursue appropriate measures to reach the general public including those traditionally underserved within the state. The ADDs, MPOs, and the KYTC may hold public meetings in places where these populations are comfortable gathering. As citizen concentrations are identified, the KYTC will include a process for seeking out and considering the needs of those traditionally underserved. The notices for public review and comments may be advertised within statewide, significant regional, and demographically targeted newspapers as appropriate.

The notices for public review and comments may be advertised within statewide newspapers including the:

- Louisville Courier-Journal,
- Lexington-Herald Leader,
- Kentucky Post, and others as appropriate.

In addition, to reach minority or underserved populations within the state, notices may be published in the:

- Louisville Defender,
- La Voz de Kentucky-Lexington,
- Al Día en America-Louisville,
- La Jornada Latina-Cincinnati, and others as appropriate.

These newspaper advertisements will specify the number of calendar days for the public review and comment period, will identify an individual to whom comments can be sent, and will inform the public of the appropriate Web site address. The KYTC will consider other accommodations upon request as required.

The number of calendar days for public review and comment periods is based upon the following schedules:

- Interested Parties, Public Involvement & Consultation Process Document 45 calendar days
- New STP or STIP 30 calendar days
- Amendments to STP or STIP 15 calendar days
- Administrative Modifications to STP or STIP Not Required

2.3.1. KYTC Interested Parties, Public Involvement & Consultation Process Document

The KYTC continuously evaluates ways of reshaping current public involvement procedures to comply with 23 U.S.C., 450.210 "Interested Parties, Public Involvement, and Consultation" processes. As the STIP is updated every two years, the effectiveness of the public involvement process will be reviewed and revised as appropriate. The KYTC will allow a minimum of 45 calendar days for public review and written comments before revisions to the public involvement process are adopted.

2.3.2. New STP or STIP

The formal STP document will cover a minimum 20-year planning horizon, and periodically the KYTC will evaluate, revise, and update the STP as appropriate. The MPOs Long Range Plans will be incorporated into the STP by reference. The formal STIP document will be prepared on a biennial basis (every two years) to coincide with state legislative approval of the biennial update of the Transportation Cabinet's Six-Year Highway Plan (SYP) and will cover no less than four years and will be updated at least once every four years. The MPOs TIPs will be incorporated into the STIP by references to their specific federally-required documents.

To ensure that the public has ample opportunity to review and comment on the STP and STIP documents, the KYTC will allow a minimum of 30 calendar days for public review and written comments for each proposed new STP and each proposed new STIP. Notice of the 30-day public review and comment period will be advertised in statewide, significant regional, and demographically targeted newspapers throughout the Commonwealth of Kentucky through assistance from the ADDs and MPOs as appropriate.

The Draft STP and Draft STIP will be publicly displayed in the KYTC Central Office, each of the 12 Highway District Offices, each of the 15 ADD offices, and each of the 9 regional MPO offices. The documents will also be available to transit providers, the FTA, the USDA Forest Service, the FHWA Eastern Federal Lands Highway Division, and other federal, regional, and state agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, and any individuals who ask to be included on an official mailing list maintained by the KYTC will be notified of the availability of the draft documents as appropriate.

The Draft STP or Draft STIP document will be posted to the KYTC Web site. An electronically accessible format of the Draft STP and Draft STIP will be available to search

and print as appropriate. In addition, an electronic process will be established for those reviewing the Draft STP and Draft STIP to submit electronically their comments and questions to the KYTC.

In reviewing a Draft STP or Draft STIP, the KYTC may involve various interagency groups that represent environmental, traffic, ridesharing, parking, transportation safety and enforcement, airports, port authorities, toll authorities, and appropriate private transportation provider concerns. The KYTC will also involve city officials as appropriate, as well as local, state, and federal environmental resources and permit agencies. In each case, the reviewing entity will be expected to provide comments within the specified review period. As noted in Section 1- Interested Parties, the various state, federal and local agencies are involved in the development process of the STP and STIP at key decision points throughout the entire process.

Letters announcing the availability of the Draft STP or Draft STIP document will be sent to each county judge/executive and to the mayors of all communities over 5,000 population. Public outreach will be considered in those instances where the complexity of the STIP and STP or magnitude of public response indicates to the KYTC the need for additional public information.

Review of the Draft STP and Draft STIP may consist of public meetings, notices to neighborhood associations, legal notices in local newspapers, or any additional efforts that will significantly enhance the public's understanding of the planning-level recommendations being presented by the STP or STIP document. The number, time, and location of any public meetings will be tailored to fit the circumstance being addressed. If such public outreach is deemed necessary, the Draft STP or Draft STIP comment period may be extended to allow adequate time for receipt of post-meeting comments. Wherever possible, ADD and MPO public involvement processes will be coordinated with the statewide process to enhance public consideration of the issues, plans, and programs and to reduce redundancies and costs. As noted in Section 1- Interested Parties, the various state, federal, and local agencies are involved in the development process of the STP and STIP at key decision points throughout the entire process.

For the STP, the following apply:

After the initial 30-day public review and comment period, the KYTC will aggregate comments, prepare responses, and finalize the STP document. Copies of the final edition of the STP document will be made available to both the FHWA and the FTA. The final STP document will be posted on the KYTC Web site.

For the STIP, the following apply:

After the initial 30-day public review and comment period, the KYTC will aggregate comments, prepare responses, and finalize the STIP document. Copies of the final edition of the STIP document will be made available to both the FHWA and the FTA for review and comment. When the FHWA/FTA comments have been addressed, the final STIP document will be prepared including a copy of the joint approval letter from FHWA and FTA. Copies of the final STIP will be prepared and copies will be available for public information and distribution. Copies of the document will be made available to transit providers, the FTA, the USDA Forest Service, the FHWA Eastern Federal Lands Highway

Division, and other federal, regional, and state agencies responsible for land use management, natural resources, environmental protection, conservation, historic preservation, and to any individuals who ask to be included on an official mailing list maintained by the KYTC. Also, the final STIP approved document will be posted on the KYTC Web site.

2.3.3. Revisions to the STIP or STIP

On various occasions revisions may be required to the STIP or STIP. Revisions to a STIP or STIP may involve a minor revision or may involve a major revision to a project included in a STIP. On a case by case basis, KYTC and FHWA/FTA determines whether the revision is minor or major as per definition of "Administration Modification" and the definition of "Amendment" outlined in 23 CFR 450.104. In addition, KYTC and FHWA/FTA will utilize the applicable requirements and classifications of projects outlined in 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93.126 "Exempt Projects" and 93.127 "Projects Exempt from Regional Emissions Analysis" to determine the designated type of STIP revision.

2.3.4. Administrative Modifications to STIP

Administration modifications are minor revisions to the STIP that include minor changes to:

- projects/project phase costs,
- funding sources of previously included projects,
- project phase initiation dates, and
- projects with types of work as outlined in 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93.126 "Exempt Projects" and 93.127 "Projects Exempt from Regional Emissions Analysis."

An administrative modification is a revision that does not require:

- public review and comment,
- redemonstration of fiscal constraint, or
- a conformity determination (in air quality conformity nonattainment and maintenance areas).

For administrative modifications to the STIP, the official STIP mailing list will be utilized to distribute information pertaining to the revision. In addition, as STIP administrative modifications are made, each administrative modification will be posted on the KYTC Web site. Each of these documents will be provided in an electronically accessible format with the means to search and print as appropriate.

2.3.5. Amendments to the STIP

Amendments are revisions to the STIP that include major changes to a project included in the STIP. This includes a major change in:

- project cost,
- project/project phase initiation dates,
- design concept or design scope (e.g., changing project termini or the number of through traffic lanes), or
- the addition or deletion of projects, except those types of projects as outlined in 23 CFR 771.117 (c) and (d) and/or 40 CFR part 93.126 "Exempt Projects" and 93.127 "Projects Exempt from Regional Emissions Analysis."

An amendment is a revision that requires:

- public review and comment,
- redemonstration of fiscal constraint, or
- a conformity determination (in air quality nonattainment and maintenance areas).

For STIP amendments that have not undergone public involvement through the MPO process or the Six-Year Plan process, a 15-day public review period will be provided and public notice advertisements will be placed in statewide, significant regional, and demographically targeted newspapers. Selected newspapers will be identified through assistance from the corresponding ADDs and MPOs. In addition, other possible public outreach efforts targeted to the specific region of the state directly affected by the proposed STIP amendment may be required and will be determined on a case-by-case basis.

The proposed amendment will be displayed at the KYTC Central Office as well as the appropriate Highway District, ADD, and MPO offices for public review and comment. At the conclusion of the 15-day review period, public comments will be addressed, additional public outreach may be conducted as necessary, and the final STIP amendment will be provided to FHWA and FTA for approval. For amendments to the STIP from areas within MPO boundaries, the public involvement process conducted for the respective MPO TIP will suffice as the required public involvement for the STIP.

In addition as STIP amendments are approved, each amendment will be posted on the KYTC Web site. Each of these documents will be provided in an electronically accessible format with the means to search and print as appropriate.

3. CONSULTATION PROCESS

To achieve these goals, the STP and STIP are developed as appropriate in consultation with state and local agencies responsible for:

- land use management,
- natural resources,
- environmental protection,
- conservation, and
- historic preservation.

This consultation involves comparison of transportation plans to state conservation plans or maps, if available, and comparison of transportation plans to inventories of natural or historic resources, if available.

The KYTC has established guidelines in place for ADDs, MPOs, local city and county elected officials, and other interested parties located throughout the Commonwealth of Kentucky to identify and recommend new projects. The KYTC maintains an "Unscheduled Projects List (UPL)," and these projects may include highway, bikeway, pedway, intermodal access, and intelligent transportation system (ITS) projects. Safety projects, bridge projects, other operations and maintenance projects may be noted as such and referred to the KYTC District Office. Each suggested project will be checked against the current STIP, SYP, and UPL list to make sure that the project is not already identified.

As projects are being identified, all project requests should include the following information to be considered as a UPL project:

- route number or “new route,”
- a thorough description of the project and location (including road or street names, if applicable),
- the beginning and ending termini,
- milepoints, using HIS Route Log (accessible on the Internet) for state-maintained roads,
- length of project to the nearest tenth of a mile,
- any existing data concerning the condition, safety, or capacity of the roadway,
- a clear problem statement for the project,
- any other information available to describe the purpose, need, and/or justification for this project,
- cost estimates to be prepared by the Highway District Offices, unless otherwise available, and
- provide a problem statement that describes the need for the project in terms that can be verified by data analysis or from professional studies.

The KYTC receives numerous requests each year from the 12 KYTC Highway District Offices, input from city mayors, county judges, MPOs, ADDs, state legislators, and through written comments and requests from the general public and concerned citizens. The requests are considered on a case-by-case basis, and each requestor may be provided with written correspondence explaining what can be done at the current time and recommendations for future actions. These requests are assembled within an electronic SYP Issues database file along with maintaining hard copies of project requests and corresponding project information.

As required by the Kentucky Revised Statutes, Chapter 176, the KYTC submits the recommended SYP to the Kentucky General Assembly in February of even-number years for their review and approval. As per KRS, the General Assembly by law has the authority to make revisions, additions, and deletions of highway projects, along with having the responsibility of voting on and approving a SYP by the middle of April of even-number years. In addition, as per KRS the approved SYP serves as a supplement to the Commonwealth's Executive Branch Biennial Budget. Thus, the entire SYP process is repeated every two years.

Upon completion of the approved SYP, the final stages of preparing the new STIP begins. Around the first of May in even-number years, the process to prepare the Draft STIP begins. Once the entire process of having the 30-day public review and comment period as well as the review and approval of the Draft STIP and final STIP by FHWA and FTA is completed, the final approved STIP document is printed and distributed in September of even-number years.

The process of preparing the STIP information, in conjunction with preparing the SYP, begins in the winter of odd-number years and continues through the approval of the STIP by October 1st of even-number years.

As required by 23 CFR 450.216 (e), Federal Lands Highway Program TIPs shall be included without change in the STIP, directly or by reference, once approved by the FHWA.

Thus, the listing of highway improvement projects in the STIP consists of projects that have gone through an extensive identification process and where the public has been provided the opportunity to comment at various key decision points. In addition, the general public and concerned citizens have the opportunity to contact their legislators prior to the approval of the SYP by the Kentucky's General Assembly.

3.1 DETERMINATION OF CONSULTATION EFFECTIVENESS

In accordance with 23 CFR 450.210, at least every 5 years the KYTC will review and solicit comments from non-metropolitan local officials and other interested parties for a period of not less than 60 calendar days regarding the effectiveness of the KYTC consultation process and any proposed changes. In addition, the KYTC will send specific requests for comments to the Kentucky Association of Counties, Kentucky League of Cities, regional planning agencies, or directly to non-metropolitan local officials as to the effectiveness of the KYTC consultation process and any proposed changes.

Upon receiving the comments and proposed changes, the KYTC will review the comments and proposed changes, and at its discretion, determine whether to adopt any of the proposed changes. If a proposed change is not adopted, the KYTC will make publicly available its reasons for not accepting the proposed change, including notification to non-metropolitan local officials or associations. If the KYTC elects to revise their current public involvement process to include any of the proposed changes, a 45-day public review and comment period will be conducted, prior to officially adopting the proposed changes to the public involvement process.

4. CONTACT INFORMATION

Any individual, agency, or organization may provide written comments to:

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